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SATURDAY, MAY 4, 1929.

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CURFEW HOURS IN BERLIN.

IN VIRTUAL STATE OF MARTIAL LAW.

POLICE MAY FIRE ON HOUSES WITH LIGHTED ROOMS.

MACHINE-GUNS USED.

Berlin, May 3.

The high tension resulting from the May Day disturbances is giving rise to anxiety, and the police are now applying the curfew, as during the war, to the Wedding and Neukölln districts of Berlin.

No unauthorised persons are allowed in certain streets between the hours of nine o'clock in the evening and four o'clock in the morning, while the windows of all houses must be closed, and must not show a light.

In houses where this order is disobeyed, the police are authorised to fire without warning.

The curfew regulations do not apply to doctors, nurses and ambulance men.

Nerves Getting Frayed.

It is further ordered that no one must stand in doorways at night, while during the day-time groups of more than three persons will not be permitted.

All cafes and beerhouses must be closed by nine o'clock in the evening.

Many of Berlin's policemen in these areas have been on duty for over 30 hours without sleep. Their nerves are getting frayed, and they are displaying anxiety to get at real grips with the disturbances.

Attacks on Police.

During the afternoon, the Communists continued to conduct sporadic attacks upon policemen, while fighting on a bigger scale has been repeated in the Hermannstrasse.

The demonstrators began by throwing stones and hurling missiles from the windows, and the police replied to the assaults with machine-guns, completely routing the assaults.

The casualty list is not yet available.

Inhabitants of the area not concerned in the tragic affair, took refuge in their cellars and in the back-rooms of their premises.

Two Women Killed.

Two women hiding in a balcony were killed by shots which it is presumed were fired by the police.

The police are now conducting house-to-house searches, seizing numbers of weapons and effecting many arrests. The newspaper *Tatfahne* has been suspended for three weeks.

Another Night of Terror.

Berlin, May 4.

There has been another night of terror, fighting between police and Communists being renewed at ten o'clock last night. The police are endeavouring to control the situation by means of searchlight and machine-guns.

Nine persons have been killed in the course of the past 24 hours, and many more badly wounded.

Stray bullets this a woman killed a third woman, who was turned on to the balcony of her flat during a disturbance. An innocent pedestrian in the Hermannstrasse was also killed by a stray bullet.

Barbed-Wire Defences.

The police have now erected barbed wire entanglements in the Hermannstrasse.

Thirty-nine people have been arrested as the result of the house-to-house searching, while numerous weapons, including revolvers, knuckle-dusters, and a quantity of ammunition, including explosive bullets have been confiscated.

Police have been stationed at all the houses from which they were fired on last night. The Communists are now attempting to organise a general strike.—*Reuter.*

Like a Battlefield.

Last night's disturbances began after a meeting of Communists to

Continued on Page 14.)

COMMUNAL RIOTS IN BOMBAY.

MORE SERIOUS OUTBREAKS DEVELOP.

3 KILLED; 50 INJURED.

Bombay, May 3.

Thirty persons have been sent to hospital with serious injuries as the result of stray inter-communal assaults in the Chalachowki area.

The new Governor, Sir Frederick Sykes, who has been in the summer capital at Mahabaleshwar, has returned to Bombay in consequence of the signs of rapidly developing communal tension.

The disturbances occurring now, are closely related to the milk strike, the bulk of the strikers being Hindus and the non-strikers being Moslems.

Two of the men taken to hospital from Chalachowki have died of their injuries. Serious outbreaks have occurred elsewhere, and the casualty list now included 3 killed, and over 50 injured.

It is reported that the Hindus are attacking Moslems emerging from the mosques after their Friday prayers.

Serious rioting has also taken place in the region of the notorious Bhendy Bazaar. Troops have been posted at all strategic points, and the police are scouring the lanes, disarming, lathi-bearing Moslems.—*Reuter.*

NEW KIDNAPPING OUTRAGE.

WEALTHY SHANGHAI CATERER SEIZED BY GUNMEN.

NINE ARRESTS MADE.

Shanghai, May 4.

Another sensational kidnapping affair is reported to-day, the victim being Vong Shi-zhang, the caterer to the American Club and to the Candrome.

He was returning to his home in an alley near the Central Police Station when a car containing three gunmen appeared on the scene and made off with him.

A bar-boy who witnessed the affair was threatened not to divulge what he saw.

The police, however, have made nine arrests, and of these, two have admitted their guilt, saying that Vong has been hidden on a boat, which so far has not been traced.

A year ago, Vong escaped while being kidnapped after unsuspecting troops stationed on the Settlement boundaries had refused passage to the car in which he was being carried away.

The car was unlicensed, and as the result of the hold up Vong escaped.—*Our Own Correspondent.*

P.W.D. OVERSEER'S DEATH.

FATAL FALL FROM HOSPITAL VERANDAH.

As we go to press, we learn of the death, under tragic circumstances, of Mr. William Keegan, overseer of the P.W.D.

It appears that the deceased fell from a verandah at the Government Civil Hospital, and received fatal injuries. Full details are not at the moment available.

The deceased, who was formerly a county surveyor in Ireland, was 40 years of age and had been in the P.W.D. service since 1920.

The following is the disposition of warships in port to-day:

South Wall Basin.—H.M.S. Serenew.

West Wall Dock.—H.M.S. Cornwall.

In Dock.—L20, L15 and H.M.S. Marazion.

No. 1 Buoy.—H.M.S. Hermes.

No. 6 Buoy.—H.M.S. Berwick.

Foreign men of war.—U.S.S. Guam and French Argus.

SERIOUS INCIDENT AT SWATOW.

POLICE OPEN FIRE ON CROWD.

THREE STRIKERS AND A LAD WOUNDED.

RICKSHA CONTROL.

Swatow, Apr. 28.

A rather serious disturbance took place on Wednesday in the course of the strike of the rickshas against the new arrangements which the Municipality proposes for them and the Ricksha company.

A large crowd of strikers with a number of their women and children, numbering over a thousand in all, gathered outside the Mayor's office, awaiting his decision as to certain mediatory proposals which had been submitted. They waited a long time, through the morning till 4 o'clock in the afternoon, and doubtless grew restless.

Some appear to have tried to take their stance on the balconies of business premises near by, and this led to a commotion.

Police Firing.

The police grew alarmed, and fired shots on the crowd, three strikers and a lad who was in the crowd being injured, though none fatally.

The crowd was dispersed by the firing, and the injured were picked up by the Red Cross, and after being taken to have their wounds

LATEST RAINFALL SLIGHT.

Just Over Half an Inch Registered.

OVER 6 INCHES FOR YEAR.

Although steady rain fell in the early hours of this morning, the total fall for the 24 hours ended at 10 a.m. to-day was only just over half an inch; the figure being 0.535-inch.

Yesterday morning, 2.17 inches fell in two hours.

The total for the year now comes to 6.265 inches, against an average of well over 12 inches.

tended, were taken to the civil magistrates, that their wounds might be examined.

Subsequent to the incident, martial law was proclaimed, and the stretch of road from the premises of the Roman Catholic Mission to the German Consulate was patrolled by armed men, and forbidden to the public. This stretch includes the Mayoralty.

Old Trouble.

The trouble has been going on for some time. The rickshas are operated by a company which has the monopoly of the traffic, and rents out the rickshas to the coolies. Apart from public vehicles, however, private rickshas are on the road, and it has been the custom for coolies pulling these to ply them for hire when not wanted by their owners. As a rule these rickshas are well got-up, and cushion-tired, and are in demand as against the company's extremely ramshackle vehicles.

In addition to these, however, another type of vehicle has appeared. Coolies have found it worth while to buy and license private rickshas of their own, and have been plying these to cut into the company's monopoly.

The Municipality attempted to carry through a double piece of business. It ordered the company to scrap its ancient hard-tired bone-shakers, and get new ones with pneumatic tyres, and on behalf of the company called in the private vehicles run by coolies in competition with it.

Storm of Indignation.

This raised a storm of indignation among the coolies, and led to a strike. The Municipal Kuomintang has proposed a compromise, ordering the company to change

GHASTLY CRIME IN HONAN.

THREE MISSIONARIES SHOT IN COLD BLOOD.

MOTIVELESS MURDER.

Hankow, May 4.

Foreign investigations of the killing of three Augustinian fathers in Honan recently, reveal a most terrible crime. The dead missionaries are Father Walter Coveyou, Father Clement Seybold, and Father Godfrey Holbein, and it is now learned that they were captured when travelling between Chenki and Yunchow by a party of thirty leaderless soldiers.

They were shot in cold blood without the slightest motive.

Their servants were also taken prisoners by the gang, but they were later released, and took details of the murders to Chenki.

Fathers Maloney and McCarty immediately set out with a band of ninety soldiers and recovered the bodies of their murdered colleagues, which they brought in to Chenki.

An inquest was held by the local Chinese magistrate, after which the bodies were taken to the Mission headquarters at Shenchowfu for burial.

The murderers have not been apprehended, and it has not been ascertained to which army they formerly belong. There are many similar bands of lawless ex-soldiers wandering about Honan and travelling in the district is no longer safe.—*Reuter.*

SCOTSMAN LOSES OVER \$5,000.

CHIEF ENGINEER MISSING MUNICIPAL BONDS.

POLICE NOTIFIED.

Mr. Alexander McGregor, chief engineer of the B. and S. S. Chenan, reported to the police yesterday that bonds to the value of over \$5,000 had either been lost by him, or stolen from his cabin, between November of last year and April 3 of this year, and he has no clue whatsoever. Not only that, but he does not know the number of the bonds, which are all Shanghai Municipal Council issues.

Following are the bonds which Mr. McGregor states have been lost or stolen:

- 4 Bonds each £1,000.
- 1 Bond for £500.
- 3 Bonds each \$1,000.
- 1 Bond for \$500.
- 1 Bond for \$100.
- 1 Bond for Tls. 1,000.
- 1 Bond for Tls. 100.

Mr. McGregor is sailing for Shanghai to-morrow and he will then visit the offices of the Shanghai Municipal Council and find out what the numbers of his bonds are and then inform the police throughout the Far East in order that the bonds may not be negotiated.

LANCASHIRE COTTON CRISIS.

IMMENSE LOCK-OUT PLANNED FOR MAY 18.

London, May 3.

It is stated that over 200,000 operatives, employed in 550 mills, will be affected by the decision of the Federation of Master Cotton Spinners' Associations, to close the mills on May 18th, till the unofficial strike of the card-room operatives at the Alma Mills, Oldham, comes to an end.—*Reuter.*

its vehicles as soon as possible, but meanwhile allowing the use of the old, and granting leave to the coolie-owners to run. If this is actually the proposal to be put through, the coolies have won their case.

The lot of a ricksha coolie is a hard one, and harder on the excruciating surface of most of the Swatow roads. Perhaps for this reason they are more open to Communist influence. In the Communist episode of autumn of 1927 their Union was reported to be the reddest of all, and it is probable that the authorities are nervous at this juncture as to what may develop unless the matter is speedily set to rest.—*Our Own Correspondent.*

CRICKET SEASON BEGINS.

SIX CENTURIES AND GOOD BOWLING.

CAMBRIDGE PLAYER IN A HITTING MOOD.

NEW M.C.C. PRESIDENT.

London, May 3.

Field-Marshal Lord Plumer was yesterday elected President of the Marylebone Cricket Club, the headquarters of English cricket. Lord Plumer has been a member of the M.C.C. for many years and has taken a very keen interest in cricket both from an executive and sporting viewpoint.

The cricket season has started in real earnest, though no county matches have been played so far. Four "friendly" games were completed to-day, and some fine cricket has been seen.

The effect of the new regulations regarding the wicket cannot yet be judged, but it is notable that some excellent bowling figures have been recorded, while, in the same time, six centuries have been scored.

Two Nottingham players have started well, though scoring on the whole has been low.

The principal individual performances are appended:

Batting.

M. J. Turnbull (Cambridge)	107
Oldroyd (Yorkshire)	111
Whysall (Nottingham)	111
H. W. Taylor (S. Africans)	103
D. Cameron (S. Africans)	102
Walker (Nottingham)	101

* Not Out.

Bowling.

Quinn (S. Africans)	6 for 75
E. D. Blundell (Cambridge)	6 for 99
Shepherd (Surrey)	5 for 35
V. W. C. Jupp (M.C.C.)	5 for 63
and	5 for 64

SOUTH AFRICAN TEAM.

In Good Batting Form in Opening Match.

The South African tourists opened their season's campaign with a match against Worcester, one of the weaker counties, and they made light of the Worcester attack, though unable to force a victory.

The match resulted in a draw, Worcester being 102 runs on with 3 wickets to fall when stumps were drawn. The scores were:

South Africans:—444 for 8 wickets (decid.)
Worcester: 284 and 262 for 7 wickets.

The tourists batted first and a splendid stand between Taylor and Cameron enabled them to compile the excellent total of 444, the highest single innings of the four matches to date. One did not long survive the other, both losing their wicket quickly after topping the century. Cameron made 102 and Taylor 103.

Worcester made a fair reply, in spite of good bowling by Quinn, who took 6 wickets for 75 runs. They were over 150 runs in arrears, however, and were forced to follow on. Steady batting enabled them to avoid an innings defeat with ease.

LOW SCORING MATCH.

Bowlers in form at Lord's.

Surrey's first game of the season was against an M.C.C. team at Lord's, and the selected side was successful in a low-scoring game by 66 runs.

Surrey gained a lead of 18 runs on the first innings, but failed when set to get 199 runs to win, the scores being:

M.C.C. 227 and 216.
Surrey: 245 and 142.

The feature of the first innings of the M.C.C. was some brilliant bowling by Shepherd who took 5 wickets for 35 runs.

V.W.C. Jupp played an important part in the dismissal of Surrey for 245, taking 5 for 64, while he took 5 wickets for 63 runs when Surrey were dismissed in their second innings.

CAMBRIDGE SUCCESS.

Magnificent Hitting by Turnbull.

M. J. Turnbull gave a brilliant batting exhibition against York.

Continued on Page 14.)

Bulls and Inners

□ □ From the Office Butts. □ □

It was lucky for the Italian As far as we can see, girls aren't snatched her bag didn't steal her notes.

Last Sunday our friend in the Austin Seven was seen trying to break Segrave's record on the Duke of Gloucester, the D. P. Castle Peak Road.

Referring to the departure of the Duke of Gloucester, the D. P. Castle Peak Road, remarked:—"One likes to think of sunshine and blue clouds for such occasions." These journalists will insist on colourful scenes!

Prisoners in a Missouri gaol were discovered making liquor. It seems that even in gaol a fellow can't have personal liberty any strengthened by the week-end.

If Hongkong's Legislative array, Were to meet on the very same day, That the Moon met the Sun, 'Twould eclipse all their fun; So they won't, says Sir Cecil—Hurry!

The Bateman cartoon is yet to be drawn depicting a deputation of Hongkong landlords demanding permission to install fire exits on the every floor of their buildings.

A tip to Government radars:—A paragraph or two of Capt. Why not put the microphone McNaught's lecture about space among the Wyndham Street flower-sellers, when a couple of sailors are choosing a wreath?

Among the cities of the world that are shooting up is Shanghai.

The newspaper which described General Elections as battles of ink, said the write word.

These are great days for electricity in Hongkong. People seem to want every thing charged.

Customer: Have you a book in stock called "Man, the Master?"

Assistant: Fiction department's the other side, sir.

(New Government Regulation:—The washing of clothes in any street, road or lane, within one hundred yards of any public fountain, is strictly prohibited.)

Would an effort to dodge this be vain? If instead of a street, road or lane, We washed in the fountain, Eau shortage surmounting— Perhaps if we did—then 'twould rain!

A point about which there's some doubt, And which we may hear more about, Is whether they can Bring under the ban The fountain that never does spout?

"Radio Fan."—We think your trouble is that your heterodyne is suppurating.

MacWhirter, he says, the most expensive thing in the world is having close friends.

Ananias is dead and gone, of course, but just think of the lovely stories he could tell if he were alive to-day and had been introduced to a Duke.

Another simile:—"As startling to behold as the kilts in Lucia di Lammermoor."

Mr. Messer says the Government's relations with the Bank are the usual ones between banker and customer. We didn't know they were so strained as all that.

"Most women like new dishes," says a cookery expert. Careless Chinese servants see that they get them, too.

If the Duke had arrived a week later, he'd have found the route lined with kerosene tins instead of troops.

Although no statistics are available to show that the modern girl's dress has improved her health, the figures are there for anybody to study.

Baldwin says the British public thinks fast but is slow to make up its mind. Taking the case of the "I'm Alone" it looks to be a poor system.

To-day, a large number of the Colony's most upright men will not only stoop low, but think in terms of bias!

Those American golfers will have to try hagen.

There must be a certain amount of Kausalng in Government circles.

After the China Mail man's interpretation of the British Labour Party's manifesto, headed "Nursery to University," involving as it did a message relating to domestic legislation in the United States, it was no wonder, with the weather we had last week-end, that even the Peak Tramway developed a kink.

"Style"—It is no longer correct to speak of a lady tripping down a stair. Nowadays she has nothing to trip on.

Those American golfers will have to try hagen.

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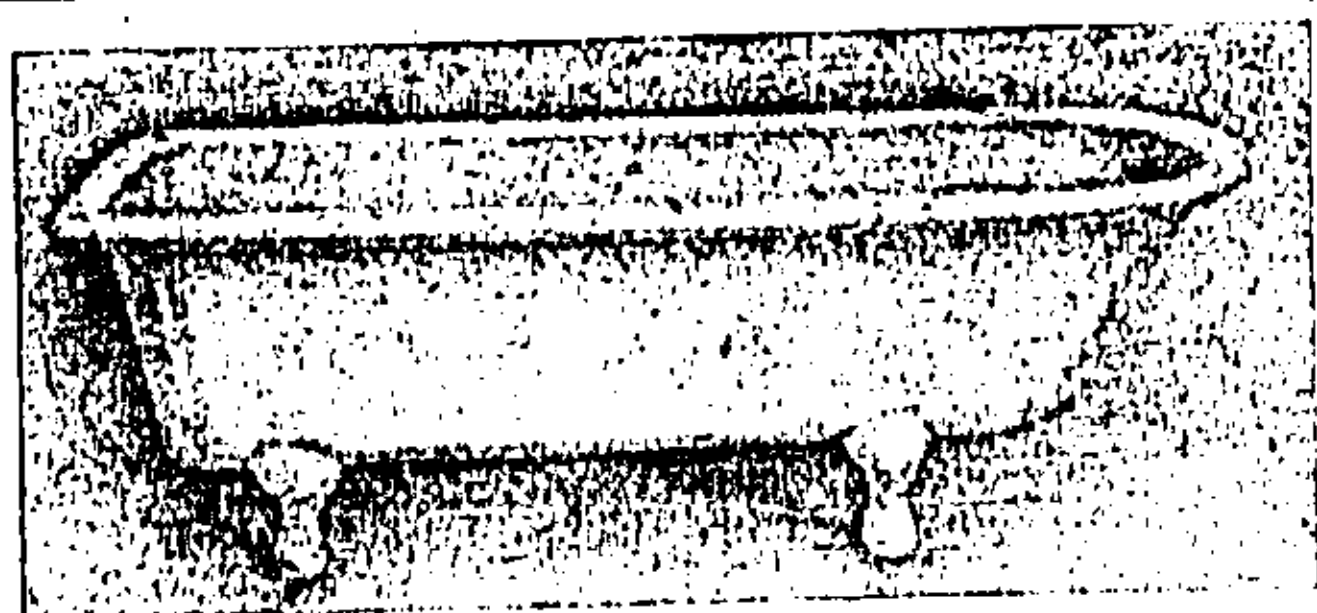


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MACAO CHANGES.

**THE EXTENSION OF THE
MACAO-SHEKKI HIGHWAY.**

Macao, May 1.
Of late much work has been done in extension of the Macao-Shekki Highway, and the fine metalled highway proceeds evenly along more than fifteen miles from Macao, past the important junction of Koo Hek, on to the east where, near Tong-ka, it branches off northwards in the direction of Choi Hang, Dr. Sun Yat-sen's ancestral home.

Foremost in encouraging this fine example of development is Mr. Tong Shao-ye, who has set about making Chung Shan the model district of China. With Mr. Tong, working on the building of this road, are a number of young men, most of whom are themselves natives of the place. Already there are signs of development wherever the road passes, and in some of the fields the farmers are beginning to make use of modern ploughing machines.

The road will, in time, come to be famed for fine level stretches, often running for miles together in an almost straight line. From Macao at all times motor-cars speed along to the end of the present operations, and then turn away to Tong-ka, where Mr. Tong Shao-ye has built a lovely garden. Close to the garden is the ancient village of the same name, and it is beautifully clean and seemingly prosperous. Mr. Tong has contributed very greatly to the laying-out of the streets and the many modern developments, one of which is an excellently equipped school. Motor-buses ply between Macao and various points along the road, the last station up to the present being Koo Hek.

It is reported that business in the district has recently shown signs of improvement, but the farmers are badly in need of rain. One of the works to be taken in hand by the new Committee of Chung Shan, headed by Mr. Tong Shao-ye, is that of providing for water works to assist in the matter of irrigation.

It is expected that Macao will be connected to Shekki by this road before the end of the present year.

Automatic Telephones.

Much headway has already been made with the installation of automatic telephones at Macao. The underground cables are already in place, and work has commenced with making connections to subscribers. Messrs. Siemens China Company, the supplier of the equipment, are busy attending to the various details of linking subscribers to the main station, which will be installed in a special department of the newly built Post Office. It is believed that the service will commence operating in August or September of the present year.

New Publication.

A new book on Macao has been written by Commander Jaime Inso, commanding the Portuguese gunboat "Patria." An English edition is also in course of preparation. The book is intended for presentation at the Portuguese section of the Ibero-American Exposition at Seville, now proceeding.

The work reveals much painstaking work and touches on various aspects of Macao's development. A chapter devoted to the opium question shows how Macao has reduced opium consumption at Macao, since the control has been taken away from the hands of a monopolist.

Match Industry.

During the past few years, the manufacture of matches has developed very greatly at Macao. It was not so long ago that only imported matches were used, but at the present time, according to statistics available, the total production of matches exceeds \$1,000,000 a year, most of which is exported abroad, principally via Hongkong. In addition to the hands employed at the factories this industry has given rise to an

OBITUARY.

MRS. ANNETTA T. MULLS.

The American Presbyterian Mission has received the news by cable of the death in America of Mrs. Annetta T. Mulls so well known in China for her work for the Chinese deaf. She came to China in 1884 as the wife of the Rev. Charles R. Mulls, D.D., who was a missionary for many years in Tanchow, Shantung. Before coming to China Mrs. Mulls received training as a teacher in the School for the Deaf in Rochester, N. Y., which naturally gave her great sympathy for the Chinese deaf for whom nothing was being done at that time. She started the School for Chinese Deaf in Chefoo, the first school of the kind in China. She had to adapt Western methods to the Chinese language and prepare lessons, charts and books which could be used in China. The school has grown and prospered and many deaf boys and girls have been given an education and a means of earning their living. Quite a number of the boys from this school have good positions in the Commercial Press in Shanghai. Teachers trained in this school at Chefoo have opened similar schools in other parts of China.

Mrs. Mulls retired from active work in Chefoo at the age of 70 but later spent several years in Nanking, where her son, Mr. S. J. Mulls, was Dean of the Language School. She was one of the number who passed through the trying experiences of March 24, 1927, in Nanking and soon after left for America.

Mr. W. R. Carles, C.M.G.

The death occurred, on April 7, in his sleep, at Bankhead, Pangbourne, at the ripe age of 80, of Mr. William Richard Carles, C.M.G., who twenty-eight years ago retired from the China Consular Service, after a spell of thirty-three years' work. Mr. Carles, a native of Warwick, was educated at Marlborough College, and entered the Consular Service in 1867. In 1882 he became Acting Chinese Secretary at Peking, and two years later was transferred to Korea as Vice-Consul. He saw service at Shanghai as Vice-Consul in 1895, then successively he was Consul at Chinkiang, Acting-Consul at Hankow, Acting-Consul at Foochow, and Consul at Tientsin. On his resignation in the year following the Boxer rebellion, he was Consul-General at Tientsin and Peking. A keen sportsman in his day, he was fond of cricket, tennis and riding. He wrote an interesting volume entitled, "Life in Corea."

Mr. R. H. Benson.

By the death of Mr. Robert Henry Benson London has lost an esteemed merchant banker, and one of its most prominent art collectors and benefactors. A Trustee of the National Gallery since 1912, he was one of the four members representing that institution at the National Gallery of British Art, Millbank; and he also served as member of the Council of the Victoria and Albert Museum. As hon. treasurer of the National Art-Collections Fund he was associated with the acquisition of many important works of art for the national collections. Benson's famous collection of early Chinese porcelain was dispersed at Christie's in July, 1924.

Mrs. Elizabeth McLean.

The death occurred at Burfield Hall, Wymondham, Norfolk, on April 5, of Mrs. Elizabeth Livingston McLean, widow of Mr. David McLean, who was for many years manager of the Hongkong and Shanghai Bank at Shanghai, and subsequently in London. She had reached the age of 76. Her son, Major Alan McLean, has been Conservative Member of Parliament for S. W. Norfolk since 1923.

extensive industry among the poorer classes in the preparation of the boxes, and in fine weather huge stacks of little boxes may be seen carried through the streets to the factories for filling. — Macao Information and Publicity Bureau.

"Oh, So-So!"

Are you one of the many who when asked how they are usually reply, "Oh, just so-so"? Or can you respond with a hearty, "Fine, thank you?"

The "Just so-so" people almost invariably are those who are held in the bondage of constipation, with one or more of its attendant ills—sick headache, liverishness, biliousness, ill-temper, gloom, ill-smelling breath.

To get into the "Fine, thank you!" class, Pakettes are the greatest help, for they so quickly restore daily intestinal regularity, stimulate the liver, revive jaded digestion, uplift the spirits.

Of chemists everywhere, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 69, Xiangse Road, Shanghai.

DOUBLE MURDER.

**ALLEGED SLAYER OF GIRLS
COMMITTED.**

Chau Kau, charged with the murder of two young girls, the daughters of a junk-master, in the harbour on the night of March 18, was yesterday committed for trial before the Supreme Court, at the conclusion of the preliminary hearing of the case before the Magistrate, Mr. E. W. Hamilton.

The prosecution called a boat-woman, who gave corroborative evidence of having seen the accused push off from the Praya wall in a dinghy, of which the only other occupants were the two girls and their 14-year-old brother.

A Chinese detective also deposed to having seen the previous witness and another boat-woman on the morning following the murder, and having conversed with them over the disappearance of the two girls.

In view of a statement made by the accused implicating a man named Wong Yau, the prosecution also called as a witness, the master of the Shekki tow, who said that Wong Yau was with him on board the junk at Shekki on the night of the murder.

The accused was then committed, as stated above.



**TWO
BLACK
CROWS
IN JAIL**

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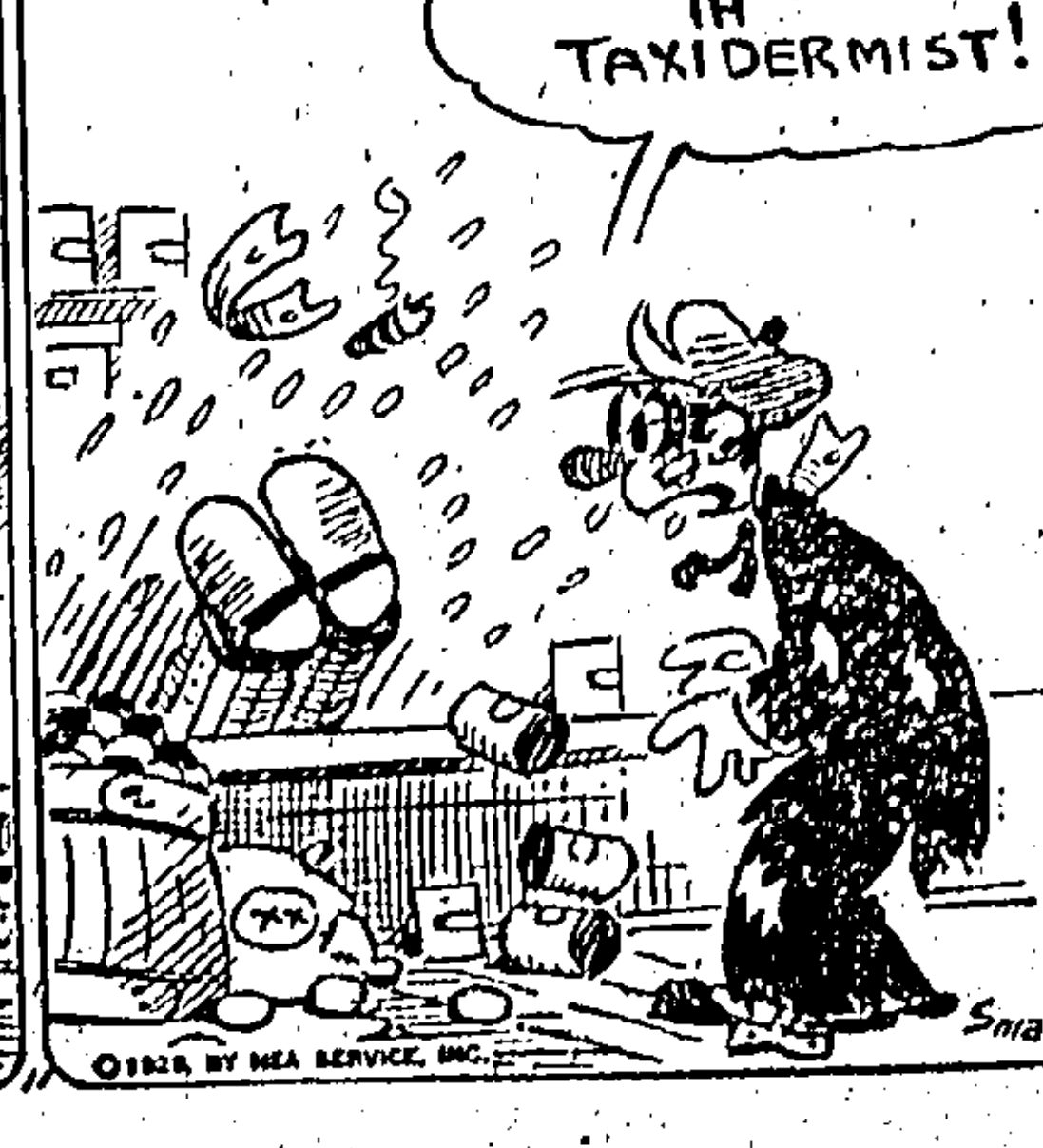
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COMING TO THE
QUEEN'S TUESDAY AND
WEDNESDAYTSANG ON-WING'S
WRITING.STYLE AT A TIME WHEN
NOT BUSY.

WITNESS' DENIALS.

Tsang On-wing, the Treasury clerk, was under cross-examination all day yesterday by Mr. F. C. Jenkin, counsel for the Hongkong and Shanghai Banking Corporation in the case in which the Government claim for the re-crediting of \$260,000.

The cross-examination in the afternoon was almost entirely devoted to Tsang On-wing's handwriting when numerous cheques were produced for inspection by the witness, counsel pointing out what he considered were features in his general writing comparable with features appearing in the writing in the body of the cheques. From time to time Tsang left the witness box and demonstrated how he made certain strokes by writing on the blackboard.

Tsang said that there was no uniformity in the way he wrote the "Messrs." in relation to its position above the line.

Counsel: I put it to you that the handwriting on these three cheques, is yours?—I deny that most strongly.

Why did you write what you call a schoolboy hand on that cheque OL 126?—I had no reason. It was only that I was not busily engaged at the time.

The Schoolboy Hand.

There were many occasions at the Treasury when you were not busily engaged, but this was the only time you used that hand?—

I wrote the C.S.P.'s cheque like it. Do you really mean that?—I mean it is written very slowly and very nicely.

Look at this cheque, X 10, 6,005.—

His Lordship: That is the cheque Mr. Messer thought was funny and then made inquiries about?—Yes, my Lord.

Mr. Potter: He said it was at the end of the month and for that reason Mr. Messer had looked at the voucher and was satisfied.

His Lordship:—Would the jury like to have him back and ask him if that is the cheque?

The foreman of the jury replied in the affirmative, after which his Lordship said he might be asked about cheque OL 126.

Witness: I tried to write as slowly as possible as I was not very busy.

Mr. Jenkin: What was the idea?—No idea.

No Idea of Changing.

I suggest it was to change many of the usual forms of your letters?—I had no idea of that.

As far as you knew you were making the ordinary letters, but very slowly because you had no particular hurry that day?—Yes.

The cheques for that day are in ordinary sequence. Here is the next one. Were you writing slowly on that one? It is your ordinary writing?—Yes.

It is on the very same page?—Yes.

Did you suddenly get busy?—It may be that I wrote the first one slowly and did not want to write any more like that.

Were you trying a new hand? That is to say, to form new letters or see how your writing looked with different letters?—I had no idea.

Let us be clear on this point as it is of great importance to all concerned. As far as you know it was just your ordinary writing, written slowly because you were not busy, and you did not know that you were making unusual letters in your writing?—I did not know.

I want to put several conclusions to witness on all the facts of the case, my Lord. I am going to invite the jury on the facts connected with the handwriting points on the cheques to hold this view, on the evidence, as being the only conclusion compatible with the facts—

His Lordship:—You are entitled to make any submission of course. You had better put them to witness now.

Witness's Denials.

Mr. Jenkin (to witness):—I put it to you that you knew 30 cheques had been extracted from book "E" after it arrived from the Bank—that is to say, before January 18—long before, as a matter of fact?—I did not know.

I also put it to you that inasmuch as you never discussed the alterations on the cover with your assistant, and as you never pointed it out to either Mr. Black or

HONGKONG RADIO.

TO-DAY'S PROGRAMME.

Broadcast by Z.B.W. on 350 metres.
1.48 p.m. Weather report.
5.30-6.30 p.m. Programme of Chinese music, (Records supplied through the courtesy of Messrs. The Pleasant Co.).

7.48 p.m. Evening weather report.
8 p.m. Evening programme, (Victor and H. M. V. records supplied through the courtesy of Messrs. S. Moutrie and Co.).
"Martha" (Plotow), Selection,
The Band of H. M. Coldstream Guards.

Dance music.

8.45 p.m.
"Loch Lomond," (Old Scotch Air),
"Scotch Memories,"
Comedian, Sir Harry Lauder.
Dance music.

9.30 p.m.
"The Vagabond King," (Friml),
Vocal Gems.
"Lady Luck," (Hedley, Strachey and Rodgers), Vocal Gems,
H. M. V. Light Opera Company.
Dance music.

10 p.m.
"That's the Reason No I Wear A Kilt,"
"Oh, How I Weary, Dearly, for You,"
Baritone, Sir Harry Lauder.
Dance music.

10.20 p.m.
"Blue Danube Waltz," (J. Strauss),
Viennese Men's Singing Club.
10.30 p.m. Close down.

A Fortnight's Holiday.
Z.B.W., Hongkong. Government Broadcasting Station, will be closed down for 14 days, commencing tomorrow, Sunday, May 5, to enable plant to be permanently installed in the building.



In the old days matrimonial problems were solved. Now they are dissolved.

Mr. Messer, that cover was not altered whilst in current use?—

His Lordship:—I don't want to stop you Mr. Jenkin but really, these are in the nature of submissions to be put before the jury are they not? I don't think we shall get any further this way.

Mr. Potter: May I ask, my Lord, whether the witness has it put to him that he is a co-conspirator with Carvalho Yee. I think your Lordship should leave it as a specific issue to the jury.

His Lordship: Possibly. At any rate I think you're right, Mr. Potter.

Mr. Potter:—In view of the charge of criminality which is alleged by my learned friend, may we put one or two questions to witness with regard to his discharge? I would like to deal with one thing. He said this morning that he wrote slowly when he did alterations and he used the same forms.

Mr. Jenkin:—What do you mean by that?

Mr. Potter:—It is quite obvious. He said he uses nice careful writing. At the moment I want your Lordship's permission for Mr. Sheldon to put a couple of these alterations to him in this nice, careful hand.

Re-Examination.

His Lordship:—Yes, if you wish, Mr. Potter.

The cross-examination having finished, Mr. Sheldon asked witness:—When you were being cross-examined on the Ma Fung cheque, which was written in the "schoolboy" hand, and were asked the reason why you wrote in that manner, did you say anything about using the same hand when it was necessary to make alterations or write carefully?—Yes, I said "not a new handwriting."

That alteration on this cheque was made by you in the careful handwriting?—Yes.

Were all alterations made like this?—Many of them, some were not.

More carefully than is your habit when writing out cheques?—Yes.

What about these two cheques?—I made the alterations slowly as in a school copy book.

The case was then adjourned until Monday morning, next, when Mr. Messer will be further examined.

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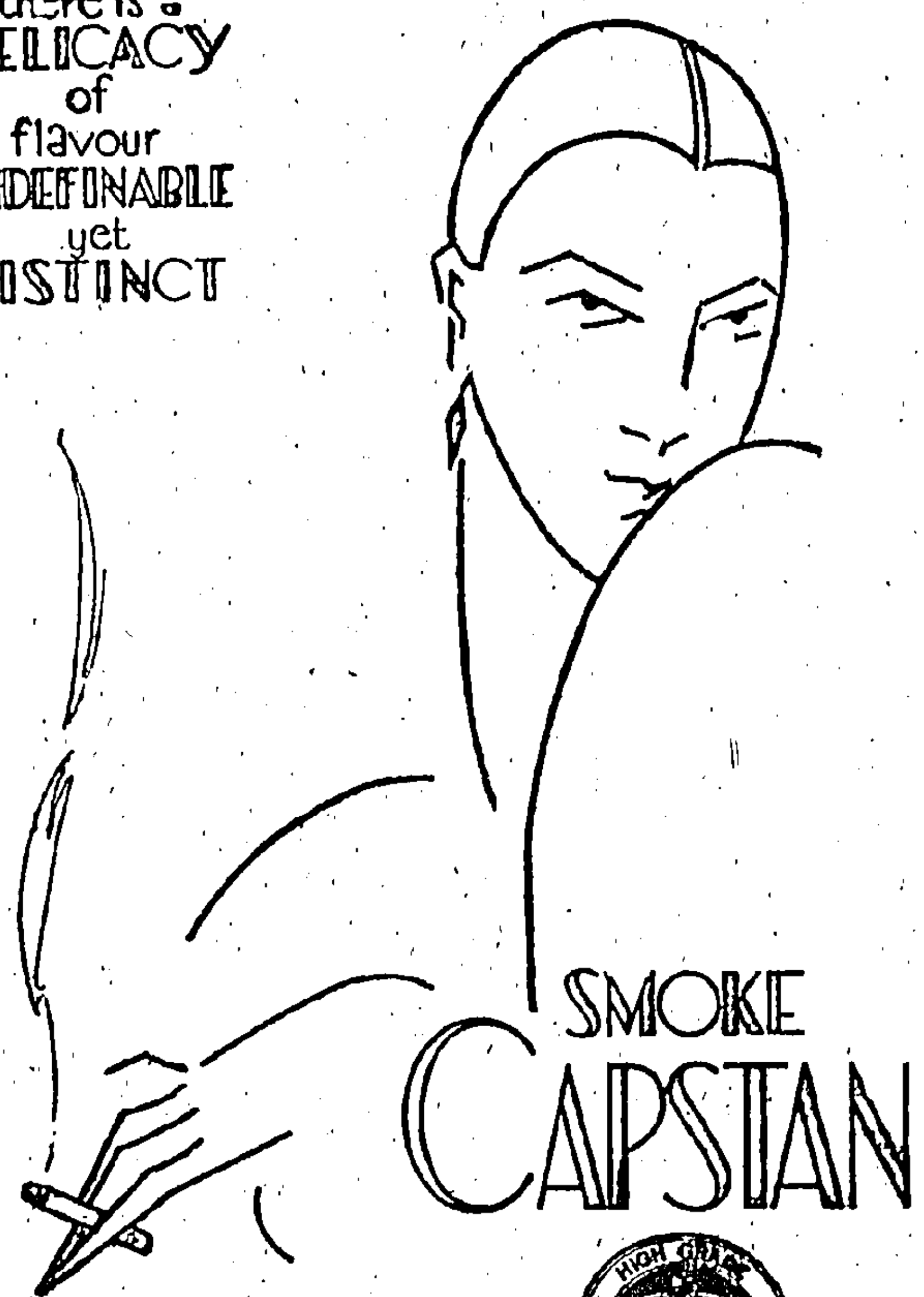
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455, 461, 462, 465, 474, 476
486, 505

SITUATIONS VACANT.

WANTED.—Young Chinese male stenographer for English correspondence in Touraine. Reply The Secretary, P. O. Box 22.

WANTED.—Young Chinese male stenographer for Amoy. Reply The Secretary, P. O. Box 22.

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FOR SALE.—Morris Cowley four seater, 1927 model, full equipped. Good condition, run 12,000 miles. Any reasonable offer. Write Box No. 509, care of "Hongkong Telegraph."

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TO LET.—One four roomed FLAT at 16, MacDonnell Road (Mid-level). Apply Xavier Bros., Tel. C.3216 or C.2722.

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Government and Admiralty Coal Contractors.

HOUSE COAL.
Peak at \$23.00 per ton.
Upper Level \$22.00 " "
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New Advertisements

HONGKONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Voting Members will be held in the Jockey Club Room, Hongkong Club Annex, on Friday, 17th May, 1929, at 5.10 p.m.

By Order,

C. B. BROWN,

Secretary.

Hongkong, 30th April, 1929.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fifth Extra Race Meeting to be held on Saturday, 18th May and on Monday, 20th May, 1929, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Wednesday, 8th May, 1929.

NOTICE.

NOTICE is hereby given that Mr. Archibald Ritchie, Chartered Accountant, has been admitted a partner in our Hongkong business as from 1st January, 1929.

LOWE, BINGHAM & MATTHEWS, Chartered Accountants. Hongkong, 1st May, 1929.

KAI TACK MOTOR BUS CO., (1926) LTD.

ROUTE NO. 9, NATHAN ROAD.

A ten minutes service of buses will be operated on Route No. 9 (Star Ferry—Argyle Street) between 8.00 and 9.30 a.m. 12.00 noon and 2.30 p.m. and 4.30 and 7.30 p.m. on and from Saturday, May 4.

KAI TACK MOTOR BUS CO., (1926) LTD.

L. C. F. BELLAMY, General Manager.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-eighth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on THURSDAY, the 23rd May, 1929, at Noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1928.

The Share Register and Transfer Books will be closed from the 9th to the 23rd May, 1929, both days inclusive.

JARDINE MATHESON AND CO., LTD., General Agents.

Hongkong, 2nd May, 1929.

WHIST DRIVES.

Whist Drives will commence at the Police Club.

Happy Valley

on Thursday, 2nd May

at 8.30

and every succeeding

Thursday.

Admission 50 cents

A. V. BAKER, Secretary.

CHINA UNDERWRITERS' LIMITED.

NOTICE OF REMOVAL.

Our Offices are now situated at:

HONGKONG BANK BUILDING

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4a Des Voeux Road Central.

HERBERT R. STURT, Manager.

Hongkong, 29th April, 1929.

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Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 6th May, 1929, commencing at 11 a.m. at Godown No. 12, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon. 157 Bates Newspaper, to be sold in small lots. Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Yue Lee Yuen to sell by Public Auction,

on MONDAY, the 6th May, 1929, at 12 o'clock Noon, at their Sales Room, Duddell Street. (for account of Lam Chun-sun successor to To Heung Hop) 500 Bags Java White Sugar, now stored in the godowns of The China Provident Loan & Mortgage Co., Ltd., Connaught Road, West. Terms:—As Customary. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 6th May 1929, at 3 o'clock p.m. at their Sales Room, Duddell Street, Hongkong. The Steamship "DERWENT" (YUET CHOW) formerly known as Steamship "KAM NING" as she now lies off Yau-mat, Hongkong. Particulars.

Length 329' 1"
Breadth 36' 0"
Depth 28' 6"
Gross Tonnage 2410
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Average Sea Speed 11/12 Knots. Hongkong Load Line Certificate expires December 1931.

For further Particulars and Inspection Orders, apply to the Undersigned:—

Terms:—As Customary.

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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 7th May, 1929, commencing at 11 a.m. at No. 64B, Nathan Road, Kowloon. A Quantity of Valuable Household Furniture. (Catalogues will be issued) On View from Monday, the 6th May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 7th May, 1929, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Collection of Valuable Postage Stamps. (Particulars from Catalogue) On View now.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 8th May, 1929, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Curios, comprising:—

Porcelain Vases, Bowls, Plates, Flower Pots, Old Bronze Ware, Incense Burners, Lacquer Screens, Tables, Chairs, Boxes, Ivory, Crystal, Amber, Jade and Agate Ornaments, Embroidered Cloths and Skirts, Silk Shawls, Blackwood Joss Tables and Jardinières, Iron Pictures, Chinese Hand Paintings, etc., etc.

Catalogues will be issued.

Terms:—Cash on Delivery.

On View from Tuesday, the 7th May, 1929.

LAMMERT BROS., Auctioneers.

CHURCH NOTICES.

To-morrow the Fifth

Sunday After Easter. LOCAL SERVICES.

St. John's Cathedral, Hongkong, May 5th, 1929, 5th Sunday after Easter. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean. Holy Communion 12 noon. Evensong 6 p.m. Preacher: The Rev. H. V. Koop.

Union Church, Kennedy Road, Sunday, 5th May, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "De Profundis." Hymns 183, 734, 1, 600. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "Moderation." Hymns 152, 184, 199, 673.

First Church of Christ Scientist, Macdonnell Road, below Bowon Road Tram Station. Sunday Services, 11.15 a.m. Subject "Everlasting Punishment." The Sunday School is held on Sunday Mornings at 10 o'clock Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

MRS. SEKAI MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

SPY QUEEN INTERNED IN ASYLUM.

A VICTIM OF THE COCAINE HABIT.

Berlin, Apr. 3. Germany's most famous spy, a beautiful woman, head of the German Espionage Service during the war, has now been interned in an asylum, in consequence, it is stated, of morphia and cocaine taking.

Her identity was never really discovered, but she was known in England as "Mrs. Captain Heinrichs" and in France as "Made-moiselle le Docteur."—Ex. Tel. Co. "The Queen of the Spies" was one of the most mysterious personalities of the War, and the French and English Secret Service were never able to lift the mask and establish her identity.

Among the many nicknames which the agents gave her were:—"The Blonde Lady," "The Black Cat," and "The Red Tiger." Certainly her claws stretched far over the frontiers, and no agent was ever really out of her sight. Frequently she sent one agent to overlook another, unknown to himself.

"Irresistible Influence." One of the agents whom this tall blonde with nerves of steel coolly sent to his death was the Greek, Constantin Coudoyanis, who was shot in the Bois de Vincennes in May, 1916, for spying on behalf of Germany.

Coudoyanis thus described his ruthless female chief:—"She is an unusually beautiful woman, and extraordinarily intelligent. She is possessed of incredible energy, and exercises an irresistible influence upon all with whom she deals."

Not even officers of the highest rank, who were under her authority, ever dared to oppose her commands. She has been known to give orders at the revolver's point. "Spying in Her Blood."

"She acts not from self-interest, but from inclination and passion," he added. "Spying is in her blood."

She frequently made motor-car journeys, herself at the wheel, through Holland, whence German agents were sent to England. In Amsterdam and Rotterdam this elegant woman was a well-known figure.

Never, however, was she seen alone. She was always accompanied by two herculean men, who were armed to the teeth.

DARTMOOR SHEPHERD FOUND DEAD.

MR. LLOYD GEORGE AND THE OLD CONVICT.

Oswestry, Apr. 3. David Davies, the famous "Dartmoor Shepherd," was found dead on the road last night by two young men at Llanfechain, Montgomeryshire.

It appears that, while the Llanfechain Workhouse Master was ill in bed, Davies, who was an inmate, made his escape from that institution, and walked in his slippers to the place where he was found dead, two miles from the workhouse.

At the inquest a verdict of death from heart failure was returned.

David Davies, who was said to be eighty years of age and earned his nickname of the "Dartmoor Shepherd" from being put in charge of the sheep at Dartmoor, served more than half a century in prison, and each release was speedily followed by his arrest on a new charge. In the course of his long record there will be found many escapades similar to that during which he met his death—escape from a workhouse.

Davies's name became a household word when the severity of his sentences became known, and attention was drawn to his case by Mr. Lloyd George, speaking at Mile End on November 21, 1910.

"My friend the Home Secretary, Mr. Churchill, and I," said Mr. Lloyd George, "the other day paid a visit to Dartmoor. On that bleak, mist-sodden upland I saw an old man of 65 in convict's garb. He had been sentenced to thirteen years' penal servitude, because, under the influence of drink, he had broken into a church porch and stolen two shillings."

Mr. Churchill had already said that the case had occupied his attention for six months.

Both Mr. Lloyd George and Mr. Churchill were subsequently corrected by the Deputy Chairman of the Shropshire Quarter Sessions, at which the sentence was passed. The Deputy Chairman pointed out that the sentence was of three years' penal servitude and ten years' preventive detention, not for the theft alone, but because of a long list of previous convictions. The sentence was imposed under the new Prevention of Crimes Act.

Mr. Churchill Explains.

Davies was released on January 6, 1911, and sent to a job at Wrexham, on condition that he held it for six months, and did not leave without the permission of the authorities. By January 10 he had left, and the police were again searching for him. On the 13th Mr. Churchill had to admit in the House that they had not yet found him; while the country laughed quietly at the joke against Mr. Lloyd George and Mr. Churchill.

Mr. Churchill later explained why he had caused Davies to be released from Dartmoor, and spoke of "the grotesque contrast between thirteen years of prison on the one hand, and the theft of two shillings on the other."

"I learned further," he stated, "that the convict in question was known in prison circles as 'the Dartmoor Shepherd,' that he enjoyed a melancholy celebrity for the prodigious sentences he had endured, for his good behaviour and docility in prison, and for his unusual gift of calling individual sheep by name. His record of previous convictions—a record certainly not less terrible for its punishment than for its crimes—was placed before me."

A table of convictions showed that between 1870 and 1908 there were nine sentences, including fifteen years' penal servitude for burglary; ten years for stealing a watch and chain; seven years for burglary; and five years for stealing 21 6s. 6d.

"The burglaries were not of a daring or professional character," Mr. Churchill commented, "the criminal was not armed, the amounts stolen were in all cases very small. The convict throughout his life has been a nuisance, but not a danger to society."

During Good Friday and the three following days the L.C.C. Tramways carried nearly seven million passengers.

A JUMBLE SALE

will be held in the Union Church Hall, Hongkong.

on Friday, May 10th, at 2.30 p.m.

Proceeds towards Home Charities.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Nagasaki	May 4
Shanghai and Swatow	Szechuen	May 4
U.S.A. Honolulu, Japan and Shanghai	Pres. Van Buren	May 4
Europe via Negapatam, papers only	Kutaang	May 5
London 4th April	Arifura	May 5
Japan	Tanda	May 5
Australia and Manila	President Taft	May 6
U.S.A., Honolulu, Japan and Shanghai	Pres. Jackson	May 6
Manila	Perim	May 6
Straits	Linan	May 6
Shanghai and Amoy	Aenesa	May 6
Straits and London, parcels (London 27th March)	Sphinx	May 7
Saigon	Himalaya Maru	May 7
Japan	Athos II	May 7
Japan and Shanghai	Emp. of Asia	May 8
Canada, U.S.A., Japan and Shanghai	Pres. McKinley	May 10
Japan and Shanghai	Kalyan	May 10
Manila	Pres. Taft	May 18
U.S.A., Honolulu, Japan and Shanghai	Pres. Hayes	May 18

OUTWARD MAILS.

For	Per	Date and Time.
Fort Bayard	Tai Poo Sek	Sat, May 4, 1.30 p.m.
Java via Batavia	Tjisaroca	Sat, May 4, 2.30 p.m.
Saigon	Prosper	Sat, May 4, 3.30 p.m.
Sam. Shul and Wuchow	Kochow	Sat, May 4, 4.30 p.m.
Swatow	Sunning	Sat, May 4, 5 p.m.
Amoy	Antung	Sat, May 4, 5 p.m.
Manila	Pres. Van Buren	Sat, May 4, 5 p.m.
Manila	Wisconsin	Sun, May 5, 9 a.m.
Manila	Kiangsu	Sun, May 5, 9 a.m.
Bangkok via Swatow	Hozan Maru	Sun, May 5, 9 a.m.
Amoy and Formosa via Swatow	Kutsang	Mon, May 6, 8.30 a.m.
Amoy	Tanda	Mon, May 6, 10.30 a.m.
Straits, Mombasa, Laurence Marques and South Africa	Hakata Maru	Mon, May 6, 2.30 p.m.
Swatow	Hydrangea	Mon, May 6, 2.30 p.m.
Japan, Honolulu, Canada, U.S.A. C. & S. America and Europe via San Francisco	Pres. Jackson	Mon, May 6, 3 p.m.
	Parcels	4.15 p.m.
	Letters	4.30 p.m.
	Letters	5 p.m.
	(Due San Francisco 25th May)	
Shanghai and Europe via Siberia	Pres. Jackson	Mon, May 6, 6 p.m.
	Letters	6 p.m.

Fort Bayard, Holhow, Pakhoi and Halphong

Straits and Calcutta

Shanghai and Japan

Swatow, Amoy and Foochow

Manila, Sandakan, Australia and New Zealand via Thursday Island

Manila, Sandakan, Australia and New Zealand via Thursday Island

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AND

FOR LADIES

In the Fancy Coloured Stripes with Belts.

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- | | |
|---|------------------------------|
| 19854—Traumerel (Reverie) (Schumann) | |
| Evening Song (") | |
| 19876—What'll I do (") | Vic. Sol. Orch. |
| Marcheta (") | do. |
| 19881—Soldiers' March (Schumann) | |
| March (Hollander) | |
| March (Tschailowsky) | |
| March (Gluck) | |
| 19892—Gnomes, Dwarfs (Reinhold) | |
| Fairies (Schubert) | |
| Clowns (Mendelssohn) | |
| 19923—Oh Vermanland, Thou Lovely (") | Vic. Sol. Ensemble |
| The Music Box (") | Vic. Woodwind Ensemble |
| 20037—Two Guitars (Russian Gypsy Song) | |
| Black Eyes (") | do. |
| 20074—Cherlie, I Love You (") | Waltz. |
| Burgundy (") | P.T. |
| 20080—Sailing, Sailing and Sweet and Low, | |
| Funiculi, Funicula and Santa Lucia. | |
| 20121—Rustle of Spring (") | Piano Solo |
| Narcissus (") | do. |
| 20169—Minuet in G (Amaryllis) | Vic. Con. Orch. |
| do. (") | do. |
| 20176—Eleanor (") | Vic. Sol. Orch. |
| Out of the Dusk to You (") | do. |
| 20195—Spring Song (") | Violin, Cello, Flute & Harp. |
| Venetian Love Song (") | do. |
| 20245—Peer Gynt Suite No. 1—Parts 3 & 4. | |
| Victor Symphony Orchestra. | |
| 20249—Italian-Spanish Favourites. | Accordion. |
| Verona Waltz (") | do. |
| 20263—Cherlie, I Love You (") | Organ Solo |
| Ting-a-Ling (") | do. |
| 20279—Estrellita (") | Vic. Sol. Orch. |
| A Little Love, A Little Kiss (") | do. |
| 20345—Fantasia in D Minor (Mozart) | Piano. |
| Le Coucou (Daquin) (") | Piano Solo |
| 20382—Old Folks at Home (") | Violin Solo |
| My Old Kentucky Home (") | do. |

TSANG FOOK PIANO C.

8, Des Voeux Road, Phone C. 4648.

We are advised by the Colonial Secretary's Office that quarantine restrictions have been imposed against arrivals from Swatow on account of small-pox.

The late Mrs. Caroline Augusta Jane Galton (76), widow of W. P. Galton, formerly of Foochow, left estate valued at £7,727.

WOMAN'S WORLD FOR OUR LADY READERS.

For the Housewife.

CARE OF STAINLESS STEEL.

Stainless steel is one of the most useful inventions of the century, but if it is to serve you well, you must give it regular care and attention.

First, stainless steel should never be put into hot fat; this affects the temper of the steel, so that it blunts easily. So, use ordinary knives for kitchen purposes.

For the same reason very hot water should not be used when washing stainless knives; they should only remain in any kind of water a second or two.

Keep stainless steel away from strong sunlight, as this helps to blunt the keenest edge. This metal is more sensitive than ordinary steel and is quickly affected by cold as heat; so avoid extremes either way. Many people complain that knives of stainless steel quickly lose their keen cutting edge. Put the knives away in the dark, and let them rest for a week or two. They will emerge fresh and sharp.

Never try to use a stainless knife as a lever, say for forcing dripping out of a dish. The strain is so great and this steel is so much more brittle than ordinary steel that if the slightest pressure is used the knife will snap clean in two.

To get the best out of your stainless cutlery divide it into two sets, and use on alternate days. Then the knives will keep in perfect condition.

A Chic Hat Doubly New.



New on two counts is the chic little hat that Juliette Compton, English star, wears. It is extremely shallow, fitting the head sweetly, like a glove. Its material is satin ribbon, the same brown as the luxurious mink collar of her coat.

Ensemble.



Juliette Compton, English film star, wears ensemble of red and white printed crepe de chine frock with batiste front, and a red woolflower coat with fagotting for its trimming.

Of Interest.

CORAL AND BEAD NECKLACE.

Scraps of coral about an inch in length are used to form new and attractive laces, of the choker variety. The coral is strung together to measure about two inches, and then held in place with a large gold bead, and this original combination makes the trinket suitable for wear with almost any frock.

Gold Thread.

A simple frock of beige crepe-de-Chine has a novel trimming in the form of bands of Oriental silk embroidered in gold thread, placed at the neck waist, and hem. The frock is cut very simply with a straight bodice and pleated skirt, and the deep hem of silk and embroidery is pleated to match.

Shantung.

Shantung, a material which is fashionable for suits and frocks this season, is also employed for attractive bags with triangular scarves to match. One smart set is made in shantung printed with geometrical design in blue, red and brown, on a natural-coloured groundwork, and the bag has the popular metal top.

Handkerchiefs.

Fruit or flowers, applique in coloured linen are the latest decoration for handkerchiefs of fine white linen lawn. Realistic strawberries and raspberries appear in the corners of one set, and there are roses, violets, lilies, and other blooms for posessors of flower names.

Embroidery.

A smart bag and scarf for sports wear is made from crepe-de-Chine in pale beige, with lines

Fashions in China.

PLAIN COLOURS POPULAR.

Plain colours seem to be most popular for dinner ware at the moment, and some very unusual tints are used.

Pottery in light salmon pink is used for a dinner service which features a round hors d'oeuvres dish with four fitted dishes, and bouillon bowls with solid curly handles. A pinkish grey is another colour used, and a clear yellow is finished with bands of green. Both breakfast and dinner ware is made in a bright yellow, which appears even brighter because of the lines and edges of red. Or this service can be obtained in plain yellow.

Other Cheerful Tints.

Other plain colours are buff, bright green, a dull orange, a deep ultramarine blue, and verdigris green. Another design which is particularly neat has border and small medallion in red and black, or deep blue, on a white ground.

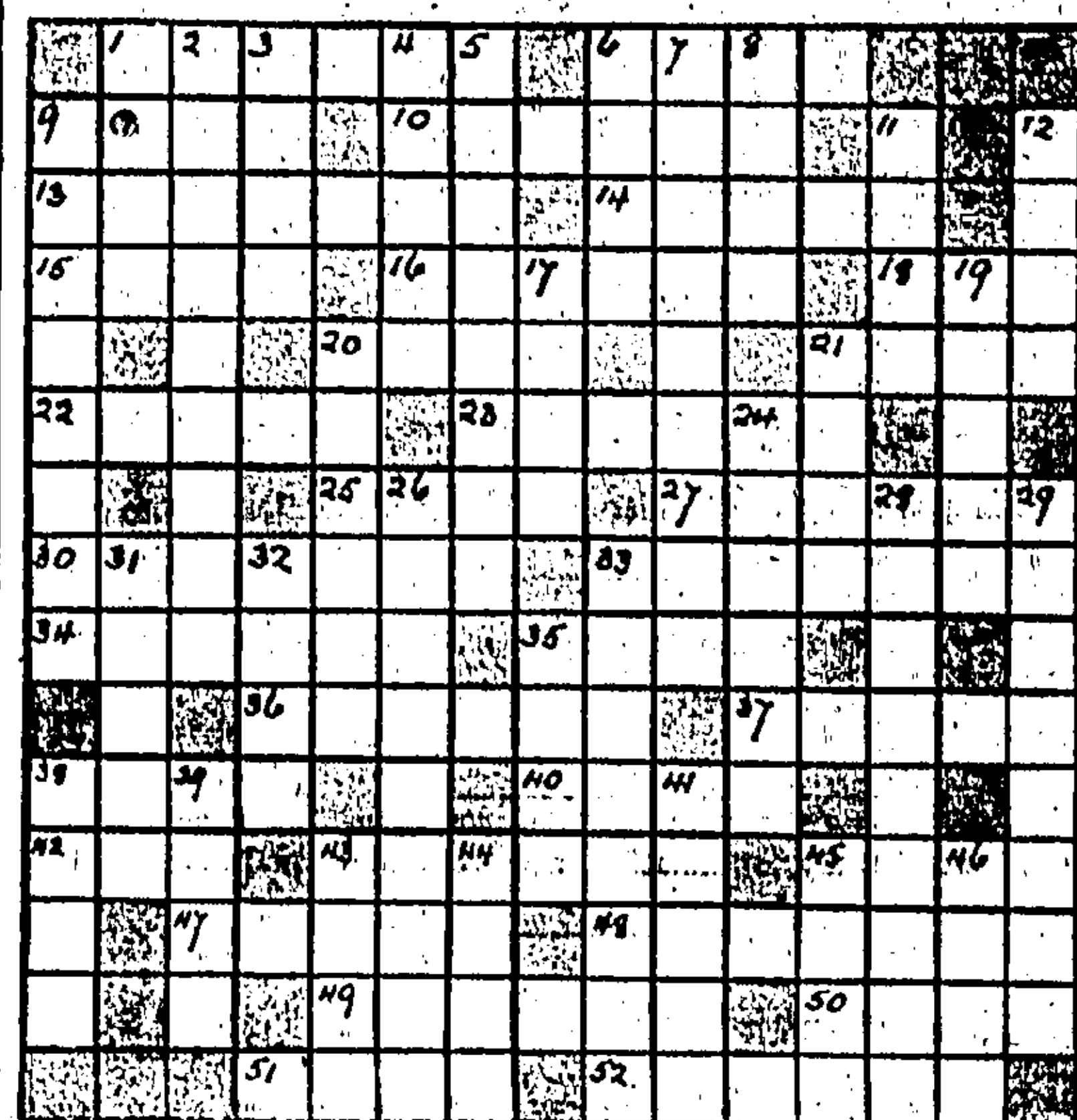
Sets of bouillon cups are made in imitation of old Italian pottery, with little lip handles, like Quinch bowls.

of wool embroidery. The bag is of the pochette shape, and decorated with red, white, and blue wool stitched closely in parallel lines. The scarf has similar trimming as a border, with a motif in the three colours at each end.

New Clock for the Boudoir.

A delicately shaped vase of onyx, with a clock face in the centre of the bowl, is a new idea for the decorative clock for the modern boudoir. The vase has a rim of carved jade, while small diamonds are used to outline the clock face and appear again, with small pieces of jade, on the base of the vase.

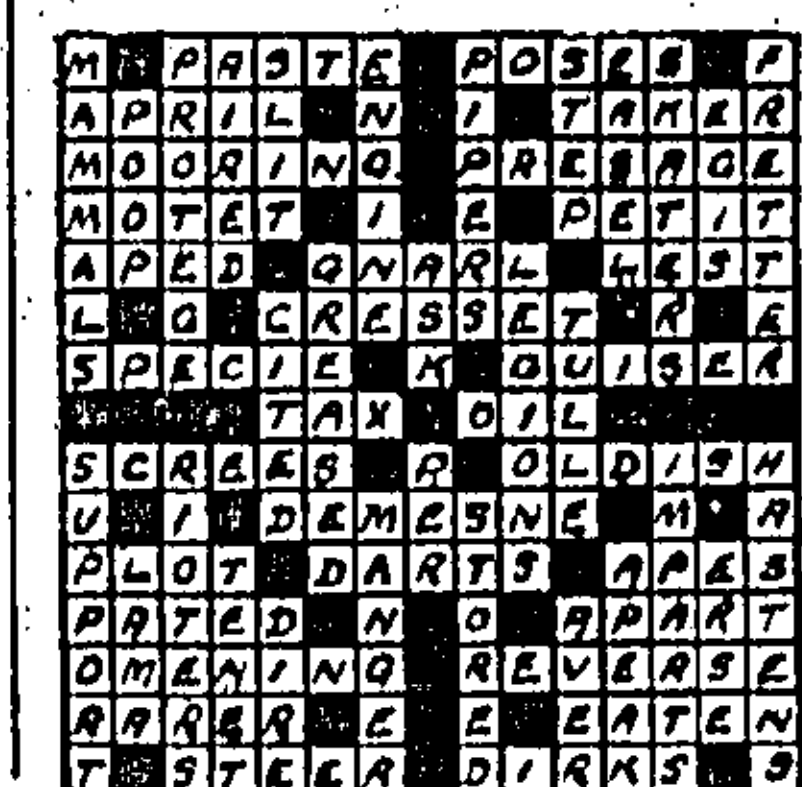
OUR NEW BRITISH CROSSWORDS.



- Across
- Backward.
 - Approach.
 - Contralto.
 - Divisions of a church.
 - Most costly.
 - Get up.
 - Measure.
 - Obliques.
 - Newt.
 - Familiar crustacean.
 - Not working.
 - Flavour.
 - Spring flowers.
 - Inclite.
 - Scottish Monk of old.
 - Passes by.
 - Public thoroughfares.
 - Receivers.
 - Pant.
 - With stern foremost.
 - Sovereign.
 - Employs.
 - Land surrounded by water.
 - Writing implement.
 - Spiritualist meeting.
 - Tidy.
 - Hauled.
 - Beam forth.
 - Ball game.
 - Agitate.
 - Surrender.
 - Numbers.

- Down
- Abandoned vessels.
 - Egyptian goddess.
 - Allowed to enter.
 - Action.
 - Abhor.
 - Be contiguous.
 - Swift.
 - Stops.
 - Small island.
 - Colour.
 - Scattered.
 - Profane.
 - One who esteems.
 - Not tight.
 - Vegetables.
 - Ancient language.
 - Smiling smile.
 - On.
 - Finishes.
 - Thong.
 - Satisfy.
 - English Queen.
 - Shift earth.
 - Suffix denoting inflammation.

Yesterday's Solution.



CHINESE ARTISTS.

CLEVER COMPANY TO-MORROW AT WORLD.

An added attraction will be provided at the World Theatre during all performances from to-morrow to Wednesday next, when a company of clever Chinese artists will give a series of mystifying illusions. The principal performer is Wong Won Sang who has appeared with considerable success in Europe and more recently with the famous Orpheum Circuit in America. Mr. Wong is now engaged in forming a new company with which to return to America where extensive bookings have already been secured. During his appearance at the World Theatre Mr. Wong will present such mystifying "stunts" as "The Floating Lady," "The Mysterious Box" as well as a number of clever sleight of hand tricks. A complete change of items will be given on Tuesday when the picture programme also changes. Ordinary prices are being charged.

"LADIES MUST DRESS."

A PICTURE WITH A MORAL.

Using a small cast, headed by Virginia Valli and Lawrence Gray, Victor Heerman, directing "Ladies Must Dress" for Fox Films, pre-

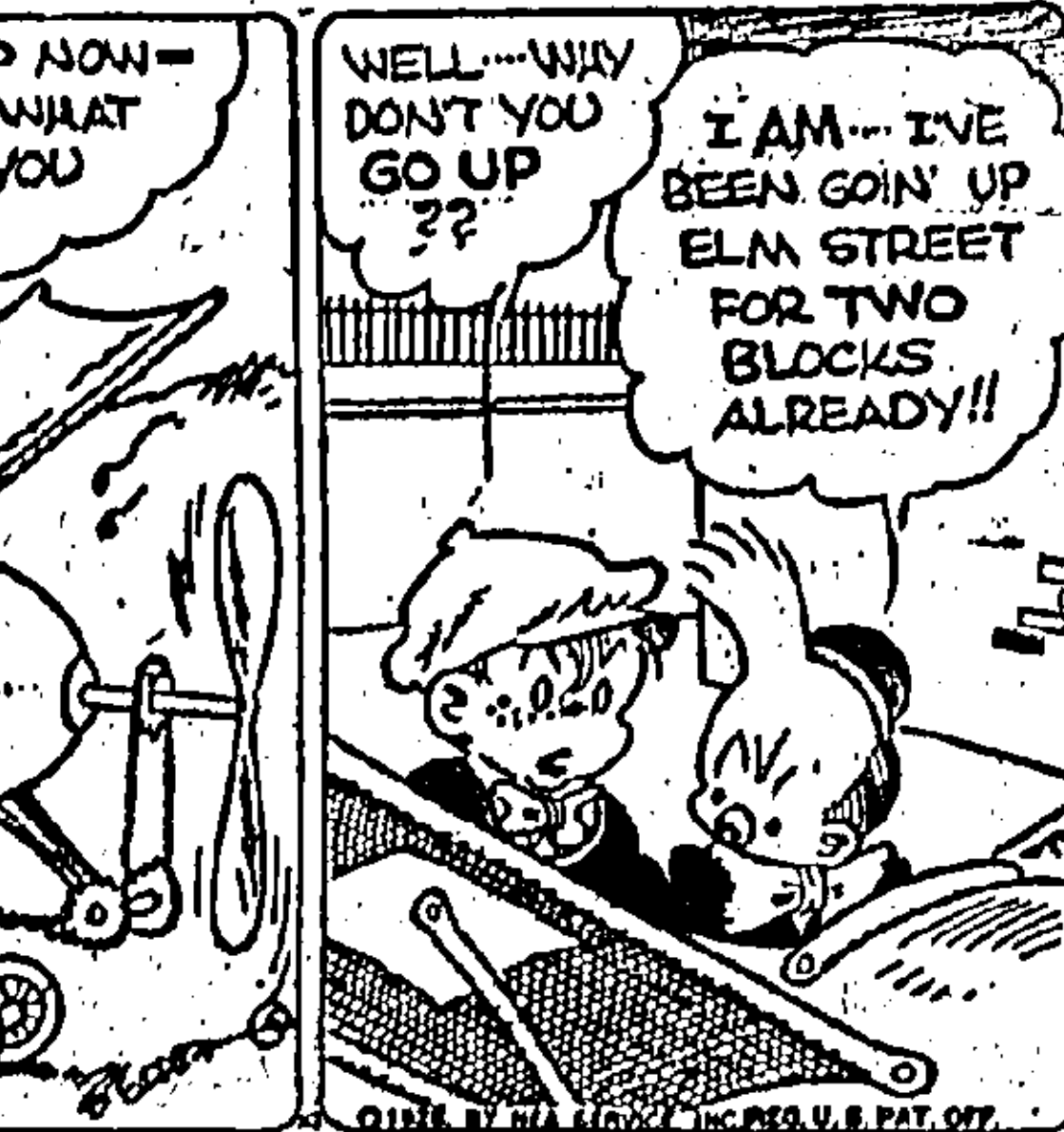
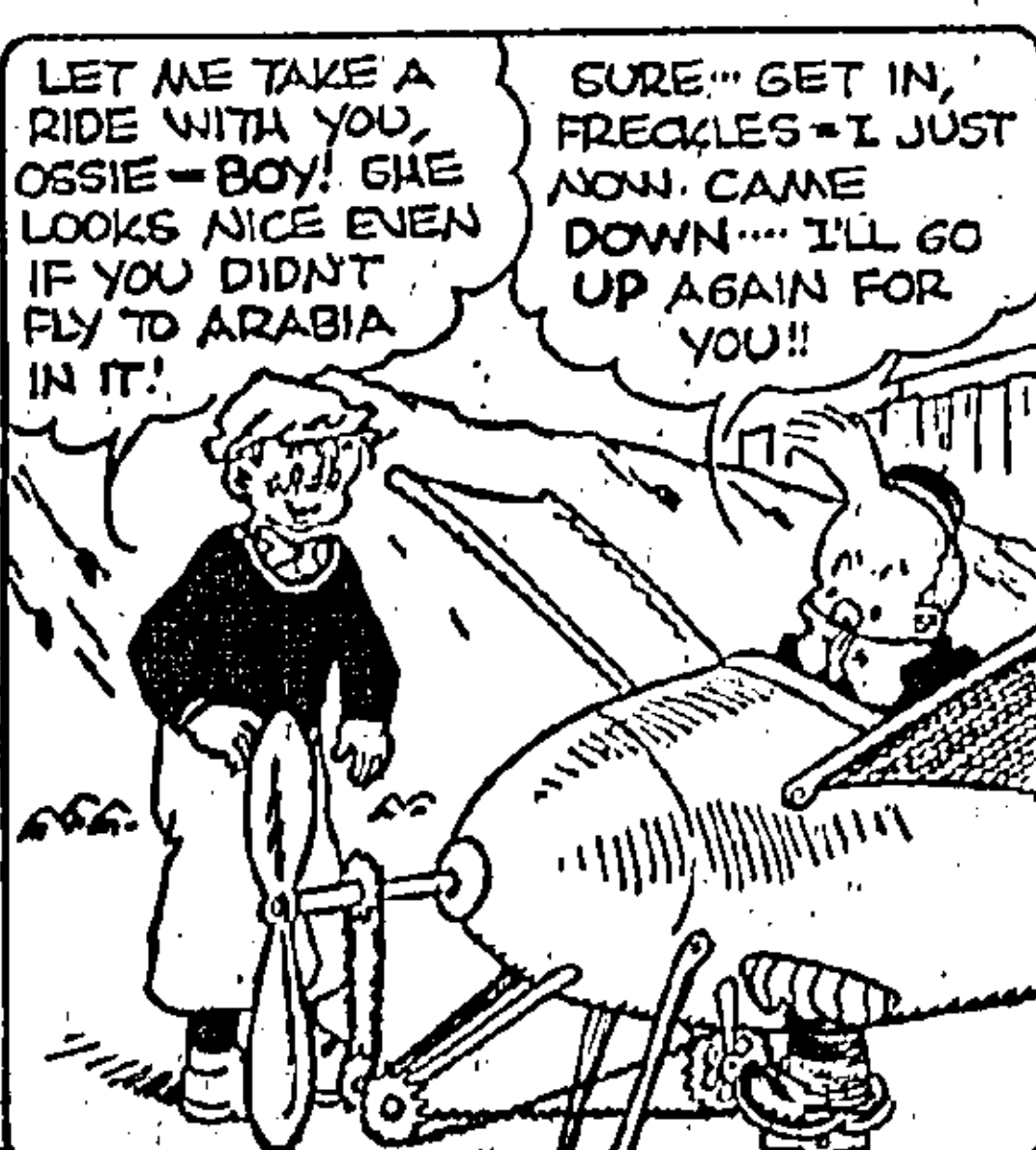
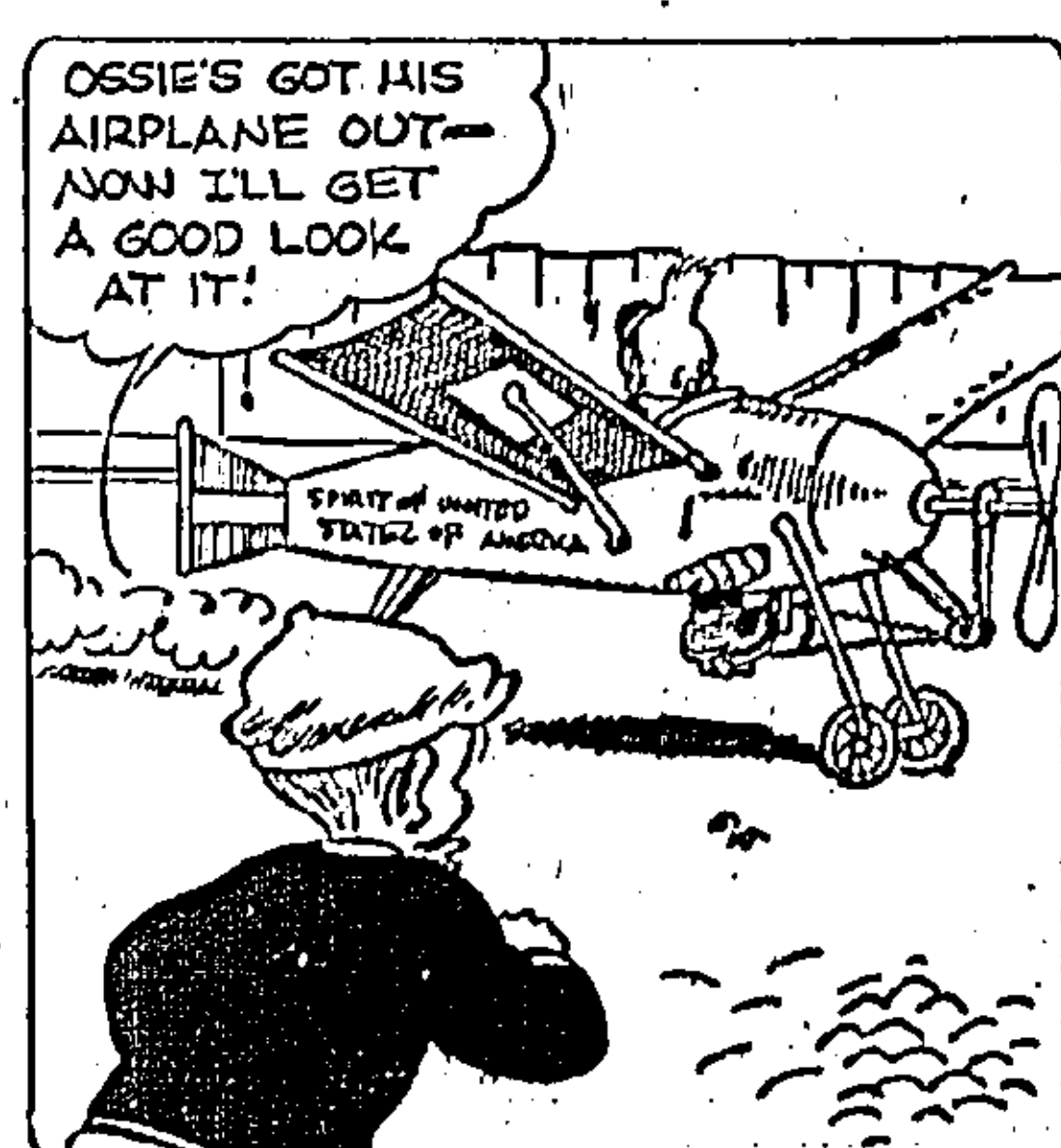


T. NAKAO.

Japanese Shoe Export
TORTOISE SHELL BOXES AND
CASES A SPECIALITY.
Hongkong Hotel Building,
Queen's Road Central.

sents a delightful comedy drama which will be screened on Tuesday and Wednesday next at the Queen's Theatre. The picture has a moral to the effect that an understanding mind can always find worthy material in humble surroundings. Miss Valli, cast as a demure little stenographer, meets disappointment and paves the way for story complications when she makes the heart-breaking discovery that Lawrence Gray is losing interest in her because she does not dress as well as other girls in Ward's department store. This brings on complications with Earle Foxe, cast as the "villain," and provides material for many laughs. It is said that Miss Valli plays the role with restraint and contributes one of the most delightful portrayals of her screen career.

FRECKLES AND HIS FRIENDS



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By Blosser

Just received BATHING CAPS AND SLIPPERS

to suit every taste.

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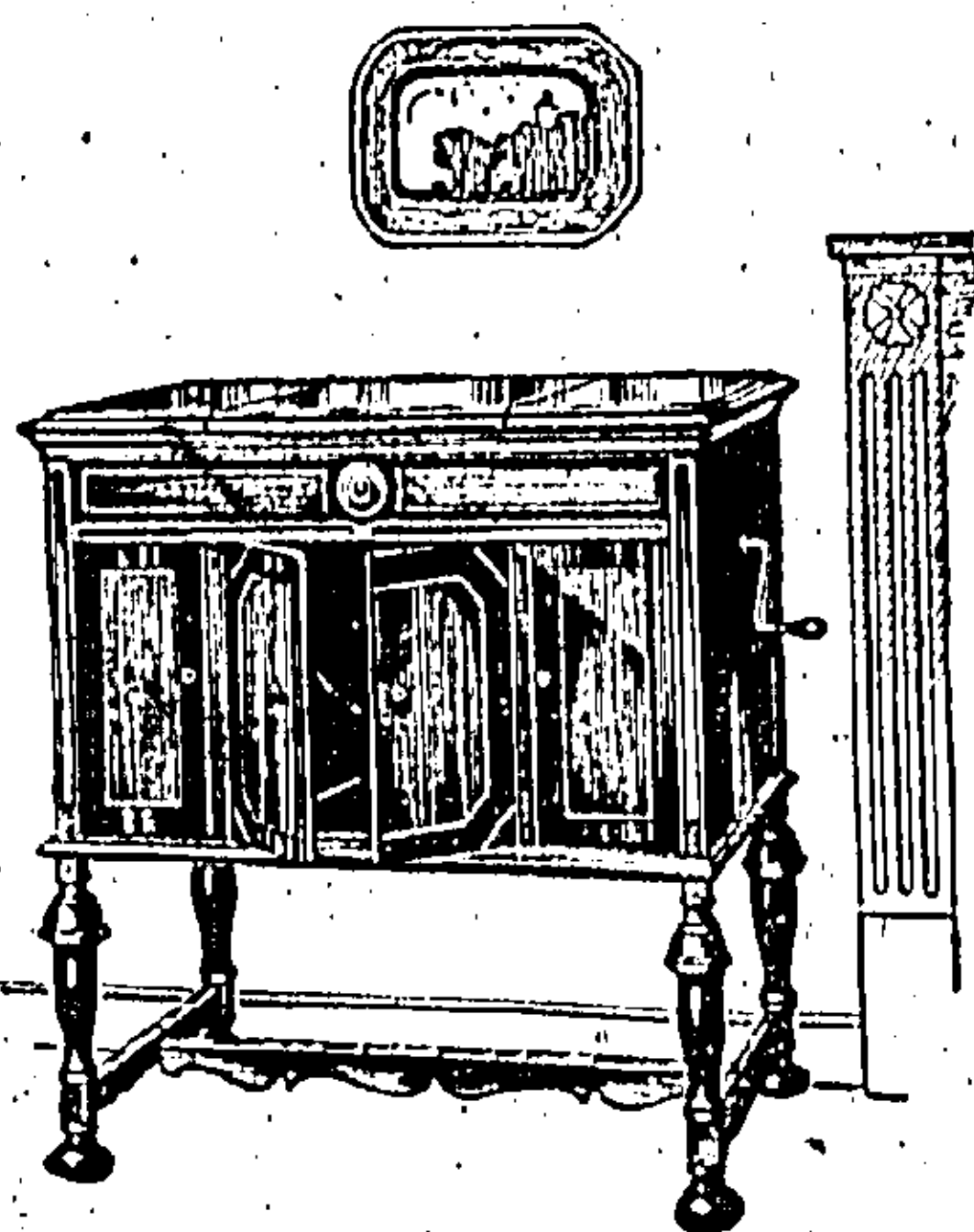
Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.

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The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

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PotatoesGrape Fruit
Oranges
Lemons
PearsALL FROM SUNNY CALIFORNIA
Also Fresh Provisions.English Sausages
Primier Bacon
Kippers, Bloaters & Haddock

Cheese:—

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Gorgonzola
Stilton

Swiss Gruyere

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SOLE AGENTS FOR
HONGKONG & SOUTH CHINA

The Hongkong Telegraph.

SATURDAY MAY 4, 1929.

THE TWO KWANGS.

It is evident from the reports emanating from Canton that the authorities there are much averse to a definite breach of relations between the two Kwangs. Having pledged allegiance to the Central Government, the Canton military leaders are under orders to participate in operations against their near neighbour, but although much has been made of the movement of troops for this purpose, it is obvious that Canton's heart is not in this plan. What the authorities have to contend with is popular feeling, which at the moment is decidedly against Chiang Kai-shek, and it is possibly felt that a precipitate move now might involve Canton in an anti-Government rising. Some of Canton's officials are reported to be keen on war, but there are others, whose influence still prevails, who desire peace to be kept. For the sake of the future of South China, it is to be hoped that the counsels of the latter faction will continue to be felt, and war be avoided.

There will certainly be nothing to gain if South China is again plunged into turmoil. Under the rule of Marshal Li Chai-sum, Canton was getting well into stride with her reconstruction programme, and it is a thousand pities that events have occurred which continue to cause some anxiety and concern for the future. Kwangtung and Kwangsi have for so many years lived side by side in harmony, and, what is more, have so well co-operated, that it would be a very real disaster were circumstances to develop in such a manner as to bring them into enmity one with another. Latest reports show that a personal delegate of General Wang Shao-hung is at present in Canton and that as a result of a series of conferences which he has had with the authorities there it is possible that the present tangle may be straightened out. The Kwangsi Clique leaders who have so far escaped detention by Nanking have apparently begun to realise that as a military factor they do not now count very much, and it would seem that they are willing to obey the Central Government on certain conditions, the conceding of some of which ought not to be a difficult matter. There is a good deal of "face-saving"

about Kwangsi's stipulations, in particular with regard to Li Chai-sum, Li Chung-yen and Pei Chung-hsi. The release from captivity of the first-named is asked, together with a rescission of the order expelling the trio from Kuomintang membership and a withdrawal of all allegations against their characters. As to Li Chai-sum, the Central Government will eventually have to come to some decision regarding his future, and there would appear to be little ground for keeping him further under restraint. But whether Nanking will restore him and his former associates to membership of the Party and withdraw all allegations against them—that is another matter. Rightly or wrongly, the Government considers them to have been guilty of plotting against constituted authority, and it is difficult to see how that conclusion can be reversed. However, in China, ways and means are often found which would not be possible in other countries.

The report that Wang Shao-hung, Li Chung-yen and Pei Chung-hsi are willing to "go abroad" if Kwangsi's conditions are complied with suggests that there is no desire to try conclusions with Nanking on the field of battle—a very wise attitude in the circumstances prevailing. At any rate, there does seem some hope for thinking that a compromise will eventually be reached, which will make war operations unnecessary. Much will depend, of course, on Chiang Kai-shek's frame of mind. If he does not insist on Canton getting out on the expedition against Kwangsi and is content for the moment to allow pacific influences to operate, then the whole trouble may quickly be smoothed over. Should he become impatient, he may provoke even more serious trouble than Nanking now has to cope with. The moment seems one for moderation and the exercise of real statesmanship.

Moscow Campaign.

Experience has clearly shown that the stringent measures adopted by the police authorities of almost every European capital to prevent demonstration riots on Labour Day were by no means excessive. Isolated incidents here and there, and the evidence of Communist documents seized, all point to a gigantic plot by the Third Internationale at Moscow to stage outbreaks against established authority on a huge scale, and but for the unprecedented mobilisation of police forces in places such as Paris, and the assistance rendered by troops, there can be little doubt that the terrible affair in Berlin, with all its tragic consequences, would have been one among many. The Communists even went to the length of employing threats, namely a cutting off of their allowances to their "comrades" abroad unless active demonstrations were organised (as proof, we suppose, of their zeal for "the cause") but except in Berlin, Moscow's plans went awry, and, fortunately, the completed story is one of failure. By intensive agitation, a widespread feeling of unrest was developed, and the subsequent collapse of such organisation should in itself be a deterrent to further attempts to disturb the peace of Europe. Berlin has not yet recovered from the tension, but we imagine the hordes will soon realise the futility of the whole business. The most significant incident is reported from Geneva, where two employees of the Soviet delegation to the Disarmament Commission, put themselves at the head of a Swiss procession, and endeavoured to create trouble. The Soviet delegation has disclaimed responsibility for their acts, but this costs nothing. Only the Soviets can see any distinction between the activities of the Third Internationale at Moscow and those of the Soviet Government. At Geneva we find them preaching disarmament, and presumably world peace, on the one hand, and the most terrible form of war, civil war, on the other. Can any country be blamed for testing the bona fides of anything emanating from Moscow to the last letter?

DAY BY DAY.

THE COUPLE WANTED TO TAKE THEIR CHILDREN ALONG TO JAIL, BUT FEDERAL AUTHORITIES INTERVENED, AND THE CHILDREN ARE BEING CARED FOR BY FRIENDS.—American paper.

H.M.S. Titania and submarines L3, L19, L27 and L33 left Hongkong for Amoy this morning.

It is advertised by the Peak Tramways Co., Ltd., that no late car will run after one o'clock on the night of Sunday, May 5.

H.M.S. Kent and H.M.S. Peterfield arrived at Shanghai yesterday. H.M.S. Cleopatra has arrived at Singapore on her homeward trip.

His Excellency the Governor has appointed Dr. G. D. R. Black to be a Member of the Medical Board for a further term of three years.

The silk forwarded from Hongkong by the Empress of France on the 10th April arrived in New York (St. John's Park) on the 1st May, having been 21 days in transit.

There will be offered for sale at the P.W.D. offices on the 21st instant New Kowloon Inland Lot 1234, situated at Shamshuipo. Its area is about 9,078 square feet, and the upset price is \$13,617.

The engagement is announced between Edward Russell, eldest son of the late Hon. Edward Graves Mayne Gibson, and Reta, elder daughter of Mr. and Mrs. E. M. Hazeland, of Hongkong.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. John Manners as honorary Vice-Consul for the Republic of Finland in Hongkong.

A bankruptcy notification states that in the matter of the Shun Loong Shink Kee Lan, salt fish commission agents, of 9-10, Mui Fong Street, a first and final dividend of 17 per cent. has been declared.

Seats are being rapidly booked up for the gala concert which is to be given by the leading artists of the Italian Grand Opera Company to-morrow night, at the Star Theatre. Early booking is therefore advisable and this may be done at either Moutrie's or the Theatre.

Amongst the passengers who left by the Haruna Maru for Europe to-day were Marquis G. Tokugawa, Baron T. Kawasuki, Viscount A. Tanaka, H.E. and Lady Jose da Costa Carneiro, Mr. G. G. Wood and Mrs. H. Syme Thomson.

A popular and very pretty wedding took place in Holy Trinity Cathedral, Shanghai last Saturday afternoon, Dean A. C. S. Trivett officiating, when Miss Lucy Nancy Lambert, daughter of the late Mr. and Mrs. Arnold Lambert, became the bride of Mr. Norman Miers Macgregor, son of Mr. and Mrs. A. G. Macgregor.

From the City Chamberlain of Edinburgh, who is Hon. Treasurer of the Scottish Miners' Relief Fund, we have received an official receipt for the sum of £15 17s. 4d., being half the sum donated by the Taikee Dockyard Staff. The balance was, in accordance with request, sent to the Lord Mayor of London's Fund.

Tenders are being invited for the filling in of the area at old Kowloon Tong village, north of the boundary and east of Nathan Road extension, by means of silt obtained from Mong Kok nullah and spoil from the hills between old Kowloon Tong village area and the Kowloon-Canton Railway together with any other contingent work.

EXCHANGE RATES.

	London, May 3.
Paris	124.17 1/2
Geneva	486 5/16
New York	34.05
Brussels	25.19
Amsterdam	12.00 1/2
Milan	62.60 1/2
Berlin	20.48
Stockholm	18.16
Copenhagen	18.20
Oslo	18.11 1/2
Vienna	34.57
Prague	104
Helsinki	33.87 1/2
Madrid	108
Athens	375
Bucharest	817 1/2
Rio	6.57 3/4
Buenos Aires	47.5/16
Bombay	1/620/82
Shanghai	2/6 1/2
Hongkong	1/11 1/2
Yokohama	1/10 3/16
Silver (spot and forward)	25 1/2

—British Wireless.

"FRENCH WITHOUT TEARS."

Making the Most of Opportunity.

"That lass is bound to get on," prophesied Jim the clogger as he applied the heel iron to a new pair of clogs. Mary Ellen MacFadden, all unconscious of this confidence in her future, strode past the clogger's shop, her chest expanded to its little limit, her flat straw "sailor" perched like a halo on the back of her head, and under her arm a prodigious white roll. The precipitous Old Bank vanished beneath her feet; the Cat Steps slipped under her ilko running water; the winding flags of stone, the last lap of her journey, entirely escaped her attention. The world was compassed in a stride. The clouds were but a film around the ankles. Mary Ellen had started to learn French!

"Of course," said Jane Binns, daughter of the prosperous butcher of Caldermoor, "I shall have to know French when I go to school on the Continent," and added in tones of exaggerated compassion, "You probably won't over have a chance to see it, Mary Ellen." To which Mary Ellen humbly responded, "But, Jane, I shall need it to talk with you. When you've been on the Continent a year or two you may forget how to talk English." (Ellen was inwardly vowing that she would acquire as much French as Jane—or know the reason why.)

There was no better place in the world for the study of elementary French than the wooden fender. Mrs. MacFadden had just put three tins of tea-cakes to rise before the "ribs" in the house-place, and there was a vacant corner just large enough for Mary Ellen. The kettle chirruped on the hob; the coals glowed red beneath the oven. Baby Margaret in her cradle and old dog Prince on the rug both slept heavily. The only sounds easily discernible were the ticking of the grandfather clock and, from the kitchen, the sound of thumping in a stone bowl as Mrs. MacFadden kneaded her oatmeal dough.

Mary Ellen undid the roll, which opened out into a sheet of hectographed phonetic symbols and a map of a farmyard in France. There is no better description than "map." It could by no means come under the category of illustrations, for not only were the stable doors depicted in elevation, but the horses and the stalls within the stable, as well as the drinking trough and the dog kennel behind the rear wall. The well and the bucket within it, the robins' nest and the eggs within, the milkmaid and the dairy, the farmer, his wife and his house, and everything within his house were all adequately portrayed.

"Voilà la vache!" exclaimed Mary Ellen, quivering with excitement and pointing an accusing finger at an overfed Jersey. And, "Voilà la poule!" she shouted as the finger alighted with ecstasy in the exact centre of a bulging Rhode Island Red.

"Pool nothing," broke in Mrs. MacFadden from the kitchen. "Don't ye go treading water on my floor, Mary Ellen MacFadden. If it's raining take yer clogs off when ye come in."

"Poule," said Mary Ellen ptying, "is French for hen," and proceeded to announce the discovery of "le moulain."

"That reminds me," her mother added, "I owe Mrs. Spenser two eggs I borrowed for Yorkshire pudding. Put yer bonnet on, lass, and take 'em round."

Mary Ellen maintained the outward calm of all martyrs and sallied forth with the eggs, muttering, "Voilà la vache, voilà la poule, voilà la maison, bonjour Mademoiselle," determined that the precious ten minutes required for the errand should be utilized to the utmost. Repeating this formula and disregarding the simple rules of steering she turned a corner abruptly and collided with Billy Moggs, the postman.

"Bless me 'eart," quoth that gentleman, "Don't 'ee stop on my account."

"Voilà le moulain—" came the dreamy response, as Mary Ellen clasped the eggs to her bosom and re-established her balance. And she hastened on, leaving the astonished Billy muttering, "Hoity-toity, well I never. Next thing she'll be wearing earrings all telling fortunes like that Madama Tarrara—or something—wot sits in a bathing van at the fair." And Billy stumped soberly along with his letters.

Delivering the eggs with a hurried word of thanks, Mary Ellen ran pell-mell down the hill, still cataloguing the hon, the cow, the house, the mill, etc. Halfway down she was stopped by Tommy Jenkins, the joiner's lad, two years her senior but still struggling with the three R's in Plum Street Elementary School.

"Come and play catchings-out," invited Tommy, swinging a tempting cricket bat over his left shoulder.

"I'd really like to, Tommy," Mary Ellen replied, "but I'm learning French now and I must get my home work done." (She was grateful, rather, to meet someone whom it was necessary to inform on the subject.)

"May 'at, you're grand," murmured Tommy in admiration, "talk it for me."

"Oh, we haven't learned much yet," came the modest answer.

"There's your Willie," burst out Tommy, and turned to greet Mary Ellen's small brother.

"I found something new for my 'brick-in book,' gleefully announced Willie. "The words are funny, but the pictures ever so honny," whereupon he took a frayed and dirty cook-book from the pocket of his jacket, and spreading it before the other two, turned happily to a picture of an adipose Jersey cow. "Its name is Vatch," said Willie, as he turned the leaf to exhibit the smug outlines of a Rhode Island Red. "And this hen's name is Powlee." But he got no further, for Mary Ellen had grabbed the 'brick-in book and careered shrieking down the path, finishing her swift descent in a stormy finale as she crashed like a bombshell into the MacFadden house-place and stated her sudden loss of faith in all humanity. A few clippings on the rug marked the remains of the precious map.

The evening meal was a gloomy one. When Mary Ellen had reached her third slice of bread and treacle, however (and it is amazing what consolation there may be in bread and treacle), a rap on the door announced the arrival of chubby Jane Binns, cheeks pink with running, flaxen curls tossed by the wind. She carried under her arm an enormous white roll.

"Here's my picture, Mary Ellen," she said, "Tommy told me I've finished my home work and you may keep it till to-morrow."

Mary Ellen took Jane's hand and squeezed it.

BRIDGE MADE EASY

by
W.W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

Opening Blindly—5.

In the illustrations which follow, east has not bid and south has won the contract at one heart. West's holdings are shown and the correct blind opening leads accompany the illustrations:

1—Spades, K 9 5 3; hearts, Q XX; diamonds, 7 5; clubs, A J 5 2.

West should lead the diamond 7. A lead from a suit headed by the King or ten-ace is undesirable. West chooses the least dangerous lead by playing diamonds.

2—Spades J 5 4 2; hearts, Q 10 4 3; diamonds, 9; clubs, K 8 7 6.

West should lead the spade 2. Avoid leading from a suit headed only by a King. The singleton diamond 9 should not be led, for when you hold four trumps you should lead from your longest and strongest suit.

3—Spades, Q 5 4 3; hearts, 8 6; diamonds, 8 7 5 3; clubs, A Q 4.

West should lead the spade 3. A lead from a worthless four-card suit such as diamonds is not desirable. The clubs should not be led because that suit contains a ten-ace.

4—Spades, K J 10 7; hearts, J 4 3; diamonds, K 9 8 6 3; clubs, 10.

West should lead the club 10. It is usually inadvisable to lead "away from the King." With this holding, leading the singleton is a good gamble.

5—Spades, J 7 6; hearts, 10 5 3 2; diamonds, K 10 4; clubs, K 9 7.

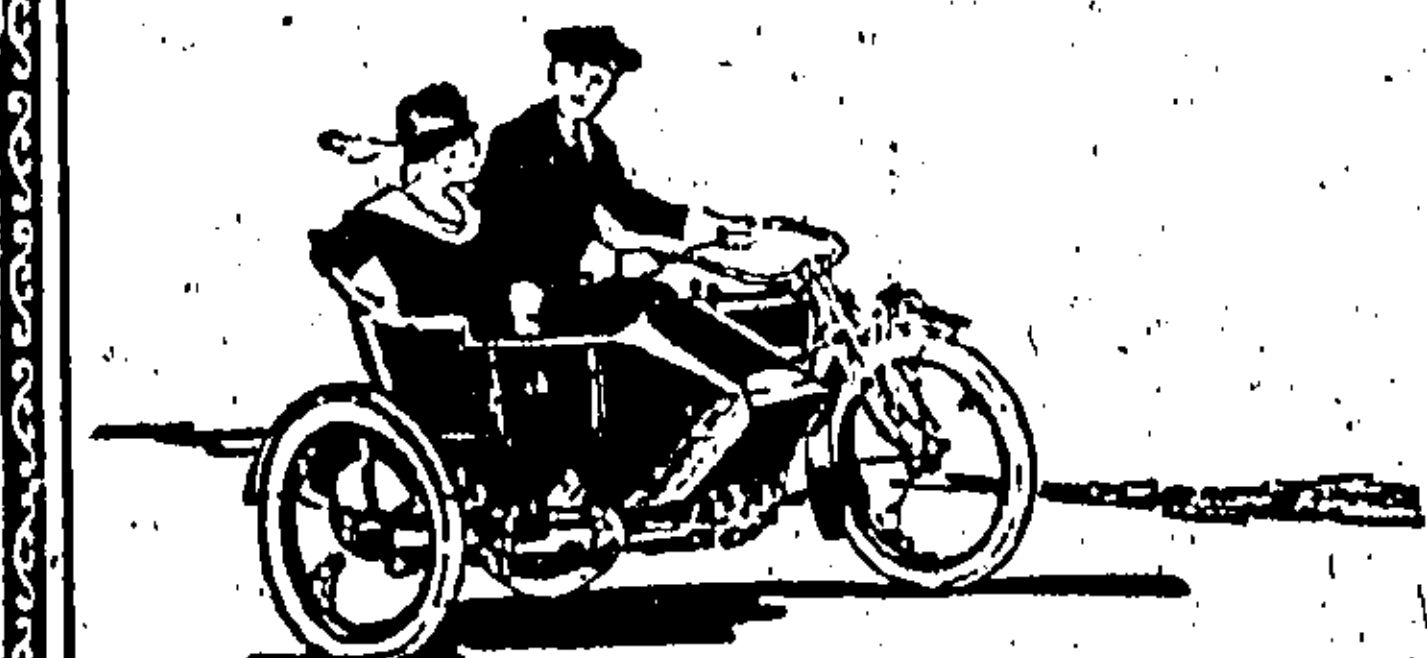
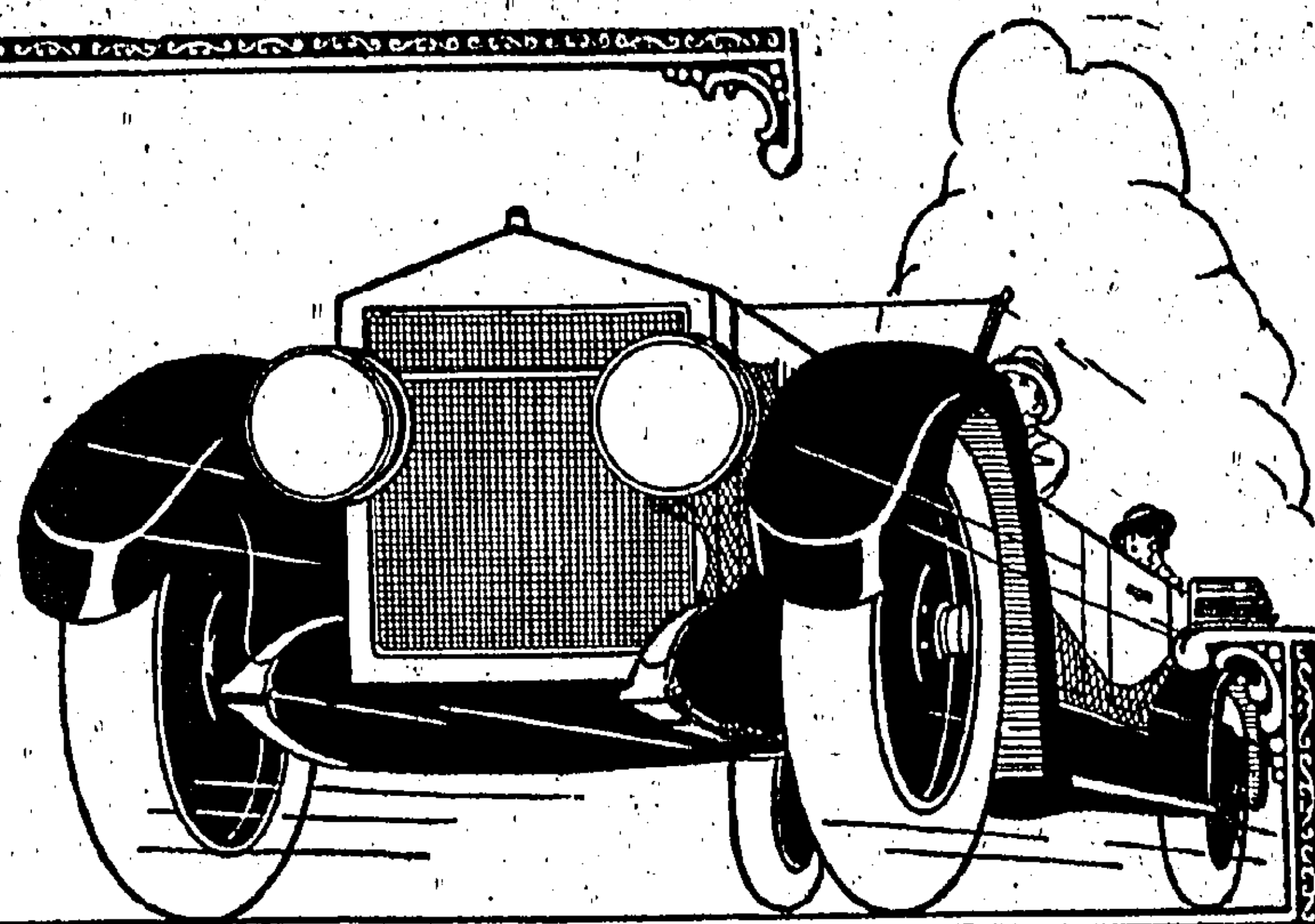
West should lead the spade 6. It is the least dangerous play.

6—Spades, 7 3; hearts, J 8 6 5; diamonds, K 4 3 2; clubs, K 9 7.

West should lead the spade 7. It is undesirable to lead from the suits headed by the King. For want of a better lead, west should choose the worthless doubleton.

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 4th MAY, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



WONDERFUL FEAT.

Three Years' Mileage
in Three Weeks.

WORLD'S RECORD TEST.

By completing a total of 25,000 miles in 23 days 2 hours and 9 minutes a British motor cycle has covered the greatest distance ever accomplished in one spell by a mechanically propelled vehicle.

The machine was a standard model 350 c.c. overhead-valve Dunell, selected from stock by the Auto Cycle Union, who conducted and officially observed the entire test. The previous longest test officially observed by the A.C.U. stood at 10,000 miles on the road at a speed of 20 m.p.h., this being the legal speed limit on British roads.

The record now set up by the Dunell was established on the Montlhery track outside Paris, a total of no less than 15,800 laps of the track being covered. The machine was ridden continuously day and night by a team of seven British riders in relays, and the average speed worked out at 45.11 m.p.h. including all stops. This is the more remarkable when it is realised that, during the second week, the riders were severely handicapped by fog and ice on the track.

The 4-stroke engine was never once decarbonised throughout the test, and the oil consumption worked out at 1.190 m.p.g. The rear tyre was changed at about 13,300 miles merely as a precaution though it was still quite serviceable for ordinary purposes; the front tyre remained unchanged for the whole of the 25,000 miles. The Miller electric lighting set, which is fitted as standard on this model, was in use from dusk till dawn every night of the test, as the track itself is unlighted.

Without doubt these results accomplished with an absolutely standard motor cycle and accessories are of the utmost practical value to the ordinary rider, revealing as they do the extreme reliability and economy of the British machine of to-day. The test may be said to have crowded three years' mileage into little over three weeks, and this at an average speed almost double that likely to be required by a private owner.

ACCESSORIES

A Big display of "Oxidite" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcars and cycles such as:

Electric horns. Hand jacks
Bumpers. Foot pumps
Spark plugs. Wrenches
Tyre patches. Lamp bulbs
Brake lining. Body polish

See, see, see, etc.
All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building, Tel. C. 577.

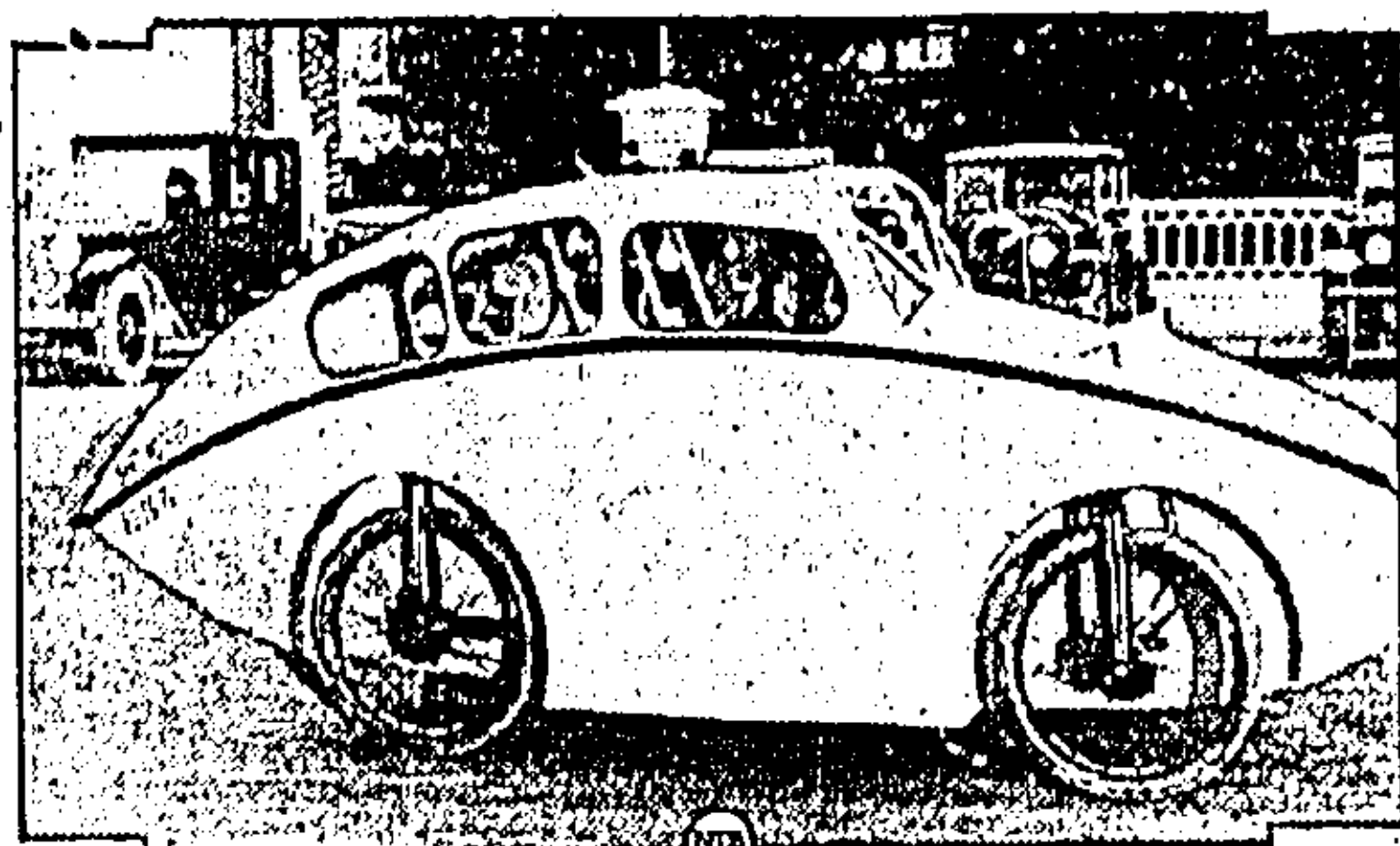


PAINT YOUR OWN CAR!
ALL COLOURS KEPT IN STOCK
AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.
Sole Agents.

MOTORLESS VEHICLE.



It may be a little harder on the driver of this car, but at least he has no motor trouble to worry over. He sits in the front seat and pedals it like a bicycle wherever he wants to go. It is a four-seated, motorless car seen at Cannes, France.

HOW DO THEY DO IT?

Cars Per Family.

More than three million American families own two or more motor cars, according to the California State Automobile Association. It is pointed out that golf has increased the necessity for two or more cars in a family. The business man, desiring to play golf, can't take the family car when the family wants it, so he buys another car.



CURRENT COMMENT

Order Please!

On several occasions recently, the neighbourhood at the Hongkong side of the Kowloon Ferry Pier has been the scene of the utmost chaos shortly after midnight, when Hongkong residents have returned from the theatre at Kowloon. One resident has informed us that he counted twelve public hire vehicles in the most confusing order, the drivers endeavouring to secure fares. Cars were drawn up as near as possible to the ferry exit, a complete traffic jam resulting therefrom. Added to this were a large number of rickshaws, equally anxious to pick up fares, and the one and only Indian constable on duty had an impossible task trying to control the latter without even thinking of the motor vehicles. Along Lee House Street as far as Des Voeux Road were more cars at right angles across the thoroughfare. Surely it is up to the Traffic Department to remedy this sort of thing, because it is not sufficient to merely control daytime traffic.

White Lines.

During the recent foggy nights, the white lines on the upper part of Stubbs Road have proved of the utmost assistance to drivers, so much so, that it is hoped that others will be laid down where necessary. We understand that the narrow blocks which were let into the road near the foot of this same road, near the Hongkong Hotel Garage, are not to be generally adopted, but that a wider size will in future be used.

Outboard Motors.

The rise in popularity of outboard motoring at Home is really remarkable. Records show that even as recently as 1925, sales were few, and the consequence of opinion amongst those who had endeavoured to foster the sport, was that these adaptable little engines were far too flimsy for practical performance, and that they came more under the category of toys rather than reliable power units. Enthusiastic en-

gineers were not to be disheartened however, and their perseverance in experimenting was at last successful.

Most Popular.

Outboard motoring, to-day is one of the most popular marine sports in Europe, in the British Isles alone, there being some thousands of owners who have become keen enthusiasts. In 1926, the record speed was just over twenty knots, but to-day this figure has been doubled, and so well supported have been the many competitions held, that a governing body is now being formed for the control of competitive events. The new sport is extremely exhilarating, and the fact that it is quite economical, both with regard to initial cost and maintenance, largely explains the rapid growth.

Cross-Channel Races.

Some time ago, the Hon. Mrs. Victor Bruce, one of the world's most enthusiastic lady motorists, made the solo return trip to France in one of these fascinating little craft, and she has now offered a trophy for the best time established for the same trip this year. Already, a large number of owners have signified their intention of competing, and it is expected that the event will increase the popularity of the new pastime.

Why Not Here?

Outboard motor boats have not yet become popular in this Colony, although it is to be expected that before long, the leading makers will find representatives in Hongkong. The boats themselves are mere shells, and being very light, could easily be placed out of danger during typhoons. In Singapore and various other Eastern Ports, the Outboard motor has made its appearance, and it may be expected here in due course. The very thought of a spin at twenty or more knots on a calm evening after a sweltering day is sufficient temptation, especially when it is remembered that the utmost reliability can be placed in the engine.

A MOTORING BOMBSHELL.

Unwarrantable Increase in Taxes
Proposed.

CHECKING TRADE PROGRESS.

On Wednesday last, the majority of Hongkong's motorists were astounded to read the Report of the Government Committee, which has presumably been secretly sitting to revise local motoring taxation. So unreasonable is the foreshadowed revision, that the most vigorous protest must be recorded against the recommendations being finally accepted. While we quite agree that a tax on petrol is in every way fair, the suggestion that an additional tax on horse power be levied must be contested and protested against as emphatically as possible. It is so manifestly unfair.

Local Conditions.

Owing to the hilly nature of Hongkong's roads, high powered cars find general favour, and the suggestion which penalises private owners on this account savours of taking an unfair advantage of the circumstances which motorists cannot control. Not only that, but the revised scale introduces an absolutely unwarrantable increase in the annual expenditure associated with car owning.

The Committee.

It is quite to the point to question the qualifications of the members who composed the Committee. Of the four concerned, three were senior Government servants—the Director of Public Works, who is, we believe provided with a car out of Government funds, or at any rate, who receives a substantial travelling allowance—the Captain Superintendent of Police, who is similarly placed, and the Colonial Treasurer, who may perhaps be forgiven for showing a desire to increase Government funds. It is perfectly obvious that neither of these appreciates the lot of the ordinary British resident engaged in the Colony's commercial trade, and who is already groaning under the existing high cost of living in this "Outpost of the Empire." To recommend that the system in force in Great Britain be adopted shows that very little thought was expended in arriving at a decision.

The Difference.

The difference between the motorist at Home and the motorist in Hongkong is very wide indeed from the financial aspect. In the first place, the majority of motorists in the British Isles are able to erect an inexpensive shed for the purpose of garaging. Here in Hongkong, that is not only impossible in the majority of cases, but even where residents could erect some such structure, the Public Works Dept. definitely refuses to grant the necessary permission. The Hongkong motorist is thus saddled with anything from £25 to £35 per annum in addition to his annual licensing fees.

Motoring Not a Luxury.

From the attitude of this special Committee, it might well be imagined that we had stepped back about thirty years when motoring was considered a luxury for the rich. The very opposite is the case, especially so in Hongkong, where the average family man finds it absolutely essential to use a car for the purpose of taking his family out to one of the Colony's bathing beaches during week-ends. The suggested higher taxation strikes a very hard blow at dozens of such families who find it quite difficult enough to control domestic expenditure.

Easily Overlooked.

For the reasons mentioned above, it is quite easy to understand such a Committee, mainly of highly paid and privileged Government servants arriving at such a decision, but it must not be forgotten that Hongkong's British commercial community is the backbone of the Colony, and that that community has suffered very considerably, and is still suffering from the effects of the unprecedented trade depression of the last few years. Many will take years to recover their losses, if ever they do, and yet they cannot "fold their tents" like the Arabs, and "retire silently away" for the simple reason that they are victims of circumstances which compel them to stay out here. To further increase the cost of living of such residents inflicts a most unnecessary and unfair hardship. Furthermore, these people do not retire on fat pensions as will three members of the Committee!

Against Progress.

From the trading aspect alone, the suggested taxes cannot be calculated to foster the motor trade here, and yet that aim should surely be the object of any practical Government. Quite recently in the United States, it has been stated that it is most profitable to the nation to make it easy for men and women in all walks of life to own automobiles. In other words, taxes on motor vehicles are purposely kept low because of the innumerable economical benefits to be derived from the common use of motor vehicles. The cost of living in Hongkong is fabulously high, and it might be expected that the Government would endeavour to lessen the burden, rather than increase it in such an unwarrantable manner.

Also Untenable.

The argument that because the Colony's roads have cost a certain sum, motorists should be called upon to provide more money for the upkeep of roads is equally untenable. Roads are essential to progress, and Hongkong would be sadly lacking in residential districts had such a view actuated the Government in the past. Roads influence the building of houses, and houses in turn provide revenue from rates and taxes, part of which is surely placed against the expenditure incurred in building the roads. If the Government is so keenly alive to the necessity of increasing revenue, let it turn to luxuries, never mind whether wines, diamonds, or even motor vehicles, in the purely luxurious classes, say from \$5,000 upwards, but do not interfere with the ordinary man's legitimate and necessary means of transport for himself and his family. In any case, if it is really felt that motor taxation should be revised, why not adopt the fair and logical course of appointing an equal number of competent members from the Automobile Association and the trade, with, if really thought necessary, a chairman from a Government Department. The H.K.A.A. could be relied upon to study the interests of its members, and at the same time, be fair to the Government, and responsible representatives from the trade would at least advise a reasonable course which might involve a slight increase, or at any rate, maintain the present revenue, and at the same time encourage trade, which we have always been given to understand represents the Colony's life blood!

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350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

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A GOOD ASSORTMENT OF SPARE PARTS AND
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Would you like to save one carbon removal a year?

To use Gargyle Mobiloil in your car will save you at least one carbon removal every year.

That means from \$2 to \$12 in your pocket—depending upon your engine.

Of course the use of Mobiloil will not eliminate carbon entirely. No oil can do that. For oils are hydrocarbons. Some carbon is bound to remain behind when they burn.

But first-time users of Mobiloil often report that their carbon deposit is cut down as much as 50%. This is why.

1. The right crude oil. Mobiloil is made from crude oils selected for both lubricating value and freedom from carbon.

2. Correct body. We insist on correct body as a vital factor in freedom from carbon. By supplying a perfect piston seal, the grade of Mobiloil recommended for your car leaves surprisingly little carbon.

3. High quality. High quality oil of correct body is used up more slowly than low quality oil. The Mobiloil slow consumption results in less carbon. In laboratory tests, Mobiloil often shows a reduction in carbon of 50%.

If you want correct lubrication with marked freedom from carbon troubles, it will pay you to ask for.

The World's Quality Oil

Mobiloil
VACUUM OIL COMPANY.

COLOUR AND THE CAR.

Present Day Tendencies.

GREATER LUXURY.

This is the age of colour. Gay colour dominates our homes, our streets, our buildings—and the exterior of the modern car. The sports model flaunts red wings with aluminium polished body; the touring car is a pleasing combination of green and cream; and the saloon is a symphony in brown and beige. These clever and attractive schemes, however, are mainly confined to the outside, although they brighten the streets and cheer the heart of the passer-by, the owner obtains little benefit from the skilful colour-blending of the coachbuilder. The colour of the car should be carried inside the car as well, so that the advantage of colour may be enjoyed by the motor owner himself and his passengers.

On a warm, sunny day, the interior of a closed car may be kept cool by the use of colour; on a frosty winter evening, colour can make the closed car warm and inviting. The only way in which these ideal conditions may be realized is to plan a definite colour scheme as an expert plans the decoration of a room.

Various Colour Schemes.

Some colours absorb the heat, others reflect it. The former are generally alluded to as the "cool" colours and the latter as "warm" colours. Cool colours are green and blue; warm colours are red, wine, maroon, orange and flame. Others which may be called neutral, are grey, black, stone and polished aluminium. To obtain a cool atmosphere, the cool colours should be utilized; to create a warm interior, the warm colours should be used.

As a groundwork for a colour scheme, the upholstery work should be fitted with loose, detachable covers. When made by an expert they can be a perfect fit. Pieces should be cut and fitted to the door panels, the arms and head-rests and the roof. The floor should receive special attention, for a very thick carpet is essential to give comfort. The sheepskin-type of rug is frequently used for the rear compartment of a saloon, but it is not suitable for the purpose. It collects dust and dirt, is impossible to clean thoroughly, and coins or small articles dropped by accident are extremely difficult to find owing

to the long straggly pile. It is far better, and in the long run cheaper, to buy a hand-made Axminster carpet of a thick, fine weave, which can be made in any colour and exactly to the shape of the floor. It will lie evenly, will not move about, and its thick, luxuriant trend is very pleasant to the foot. Blinds or curtains of unfadable fabric should be made for the windows, while tiny lamp shades for the roof or corner lights will help to complete the decorative effect.

The interior colour scheme must not clash in any way with the appearance of the outside; on the contrary, the two should blend happily. The limousine with an exterior treated in two tones of blue may have a colour scheme inside of blue of a similar shade, combined with a warm brown. A stone-coloured body with black wings and wheels may be treated inside with ivory and wine combination. The green and cream body, on the other hand, provides sufficient contrast itself and the interior is best kept to one of these colours only.

Transforming the Interior.

With an exterior of a neutral colour, it is quite easy to have two or three colour schemes, any of which may be used as occasion demands. For summer use the carpet may be of grass green and the roof and the curtains of a same colour, but two or three tones lighter. The loose covers should be of one of the woven materials with a green ground, introducing here and there a touch of blue. The armrests, extra cushions and footrests should be in two tones of blue. The lamp shades may be daffodil yellow. This scheme will prove extraordinarily cool and restful on a hot day; the inside of the car will be kindly to the eye and it will seem a different vehicle altogether.

On a winter evening, in entirely dissimilar weather conditions, the same car may be transformed. The carpet is now a glowing flame colour, with a tiny black-inset round the edge and throwing up the warmth of the ground. The loose covers are made of unfadable linen in two tones of flame, with a small fleck of black here and there. The lamp shades are flame colour and cast a rich light over this cosy interior. The roof is covered in plain, shot, artificial silk—orange shot with gold—while curtains of the same fabric and finished with a thin black cord hang at the windows and shut out the dark and dreary night outside. The dark cushions and footrests are in black, offering a pleasing contrast to the flame colour which

dominates the scheme, the black making the flame colour ten times more effective than without the contrast.

It will be understood, of course, that this particular scheme of flame and black must be carefully balanced; it would be very easy to overdo the proportion of black, and so spoil the whole effect.

With the immense variety of unfadable fabrics now on the market, there is no need to restrict the furnishing and decoration of the limousine and saloon to the drabs and greys which so many coachbuilders offer. The range of fabrics is so wide, indeed, that the ordinary coachbuilder is unable to keep anything like a representative selection, and any owner who wants to obtain exactly the right shade will find that a visit to the soft furnishing department of a furniture store will result in his discovering exactly the colour required.

In choosing fabrics for interiors, all large, bold patterns should be avoided, as they make the most spacious saloon appear small. Plain, semi-plain, two-toned and small-striped fabrics are the most suitable. The roof should always be plain. Artificial silks are not satisfactory for loose covers, although they are ideal for curtains and roof. Linens, plain reps, heavy cottons and poplins are good for loose covers, as they all clean beautifully and keep their shape in use. Many of them are guaranteed for twelve months against fading. This is a most important point, for with unfadable curtains and loose covers the car may be left out in the sun with the sliding roof open without fear of the colour being ruined.

W.A.G.M.

ROADS DO IT.

The average daily run of a tourist has increased from 100 miles 10 years ago to 234 miles to-day. Better highways, motor car improvement, more adequate signposting, improved motor facilities and the raising of speed limits are factors which have helped increase this average.

ONE FOR EVERY THREE.

The 13 counties making up the district of Southern California report a motor vehicle registration of 1,077,482. This is 7.5 per cent of the entire car registration of the country.

ANCIENT ROMANS PERPLEXED.

Traffic Congestion in Old Days.

Careless driving and traffic congestion were problems of the ancient Romans and were nearly as perplexing to public officials as modern traffic is in 1928.

When a Roman matron went spinning down the Appian Way to attend an afternoon tea some 2,000 years ago, she did not stand like a statue in a two-wheeled chariot. She rode in a more comfortable vehicle. The average household frequently had more than one "car" in the family and there were so many different sorts and styles that Roman officials in charge of traffic had to inaugurate regulations to protect pedestrians and expedite traffic, in much the same way as is done to-day.

The "Rent" System.

A group of enterprising Romans even organized a "rent-a-car" system which became so popular among people in moderate circumstances that it presented further problems in traffic regulation.

A rich Roman would not have been satisfied with Duco finish or nickel and broadcloth when ornamenting his cars.

Enormous sums were spent on decorating them. In Rome itself the fashionable citizen drove forth in a car that was covered with plates of bronze, silver, or even gold. Painters, sculptors, and embroiderers were employed to decorate them. They were fitted with luxurious cushions and drapings, and sometimes were finished in ivory, and bore beautiful carved figures.

The speed car was a two-wheeled primitive gig called the cistum, drawn by one, two, or three mules. It resembled an old French cab in lightness and construction, and was used for long journeys as a suburban car, in the mail transport, and by messengers carrying imperial documents. It was comfortable and luxurious in exact proportion to its owner's ability to pay for the refinements that he wanted.

Coachmen Penalized.

The cistum became so popular that it could be hired, and laws were passed penalizing the cistarii, or hackney coachmen, for careless driving. To complete the modernity of Rome there were cabstands where one could always find a cistum. This is the carriage said to have been used by the poet, Horace, in "commuting" between Rome and his country place at Brundisium, now Brindisi.

Other models included the carpentum, a luxurious car, the thesa for transporting images of the

gods; the plentum, said to have been a covered carriage with seats suspended by straps reserved for the use of Roman ladies only.

Ambulances Also.

Roman streets had their ambulances, too—the arcera to carry invalids or infirm persons, so-called because by its construction of squared boards it resembled a huge box.

While the richness of the ornamented cars lent pomp to the triumphal processions, a certain uniformity was desired, for Censor issued an edict on decorations. He subjected car ornamentation to fixed rules and limited its use.

That did not interfere with the manufacture of cars. Legislators began to raise their voices in protest against the enormous number of cars in the streets of Rome, and before long laws came into effect regulating the proportions to be observed by wheel-makers and body-builders. Many of the attempts to regulate the use of chariots, which included both the two-wheeled and four-wheeled cars, failed, sadly. As early as 214 B. C., the Appia law forbade women to use these cars in Rome and other towns except in the case of public sacrificial rites, but this prohibition was ignored and had to be cancelled.

Censors Issue Edict.

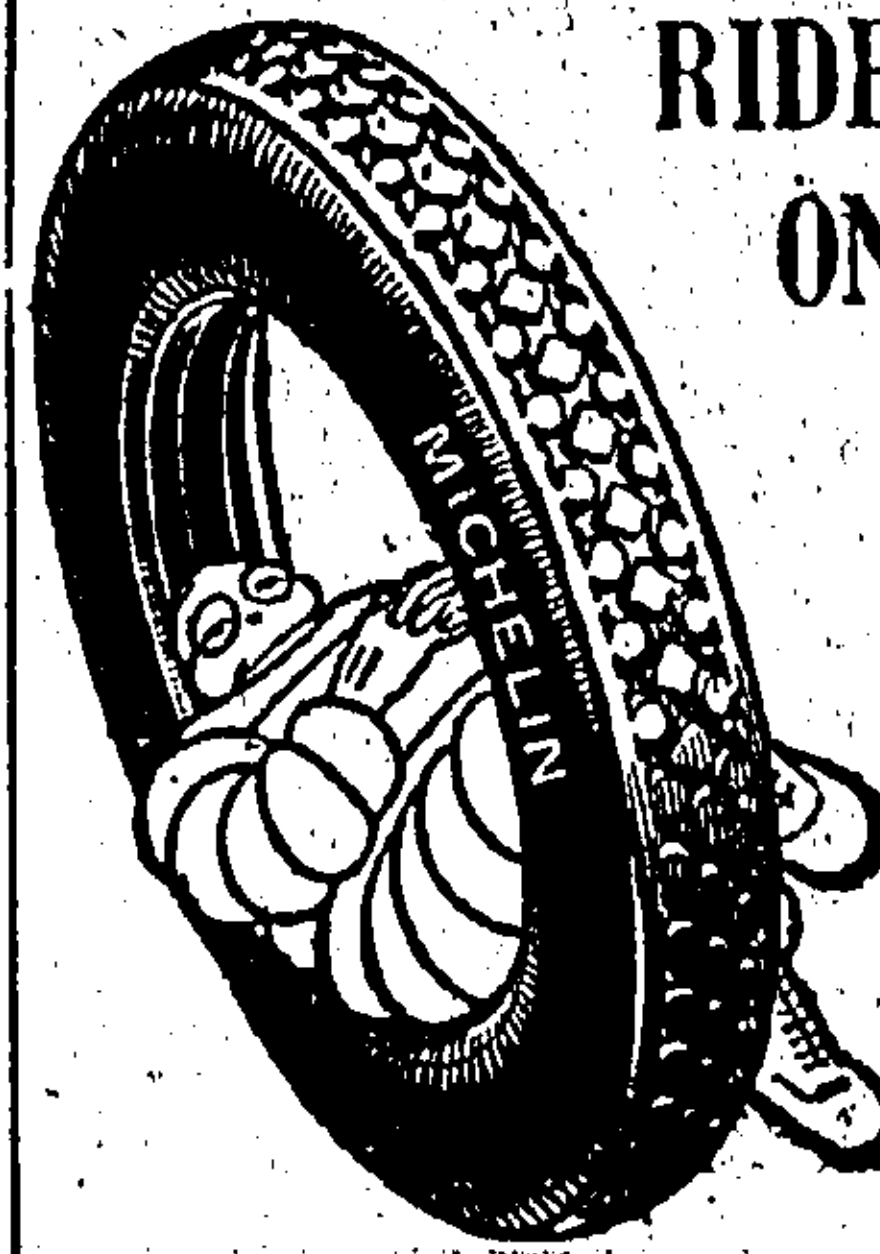
Another edict was directed at the "rent-a-car" system of the times. The consular ruling read:

"Rome is clean. Rome respects her roads, her forums, her splendid gardens. The circulation of the people should not be hindered by numerous litters and noisy chariots."

Designs preserved on medals, Pompeian wall drawings, and sacred vases, show that ancient Roman carriages were decidedly advanced. One massive design of four-wheeled cart used for the transport of wines is identical in all respects, even to the shape of the axle, to the carts used by the brewers of Vienna and Munich to-day.

The widespread use of vehicles made carriage-makers an important element in Rome. As in the chief centres of the automobile industry to-day, a world of workmen—painters, decorators, saddlers, iron workers, cushionmakers, body-builders, and wheelwrights—lived from the industry.

In fact, it has been said that under Roman civilization the art of carriage-making was first developed.



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We supply ANY MAKE of new car and always have in stock a good selection of all the most popular models.

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Large number of thoroughly sound and reliable cars not more than a year old await your inspection and trial at our GARAGE. REGISTRATION, INSURANCE, DRIVING LICENCES, etc., are all arranged for you, and the car you select handed over to you ready to drive away. FREE TUITION. DEFERRED PAYMENTS.

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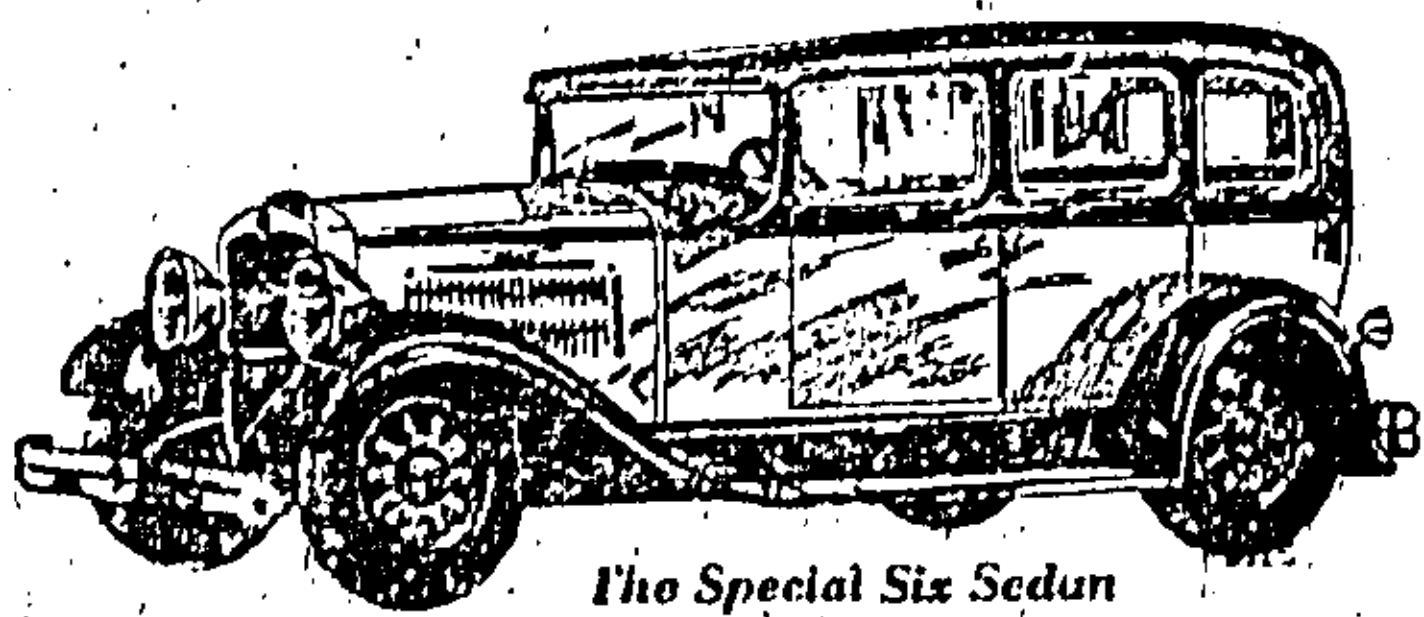
NASH

"400"

AUTOMOBILE

Saloon

WHEREVER smart crowds gather you will find the Nash "400". Be sure to see the new Nash at the Motor Show.



The Special Six Sedan
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SERVICE STATION—70, Des Vaux Road Central—Telephone C. 666.

BRITISH CARS ABROAD.

Trade Policy.

ROLLS-ROYCE METHOD.

Adverse comment has often been made upon the fact that British motor manufacturing concerns do not sufficiently demonstrate what their cars can do in overseas countries. A gesture which indicates that criticism on this basis will no longer hold good has been made by Rolls-Royce, Ltd., who have despatched to South Africa one of their famous New Phantom 40/50 h.p. chassis fitted with a Thrupp and Maberly Cabriolet de Ville body.

This car, under the aegis of Rootes Ltd., who handle the export of Rolls-Royce cars to that part of Africa in which the tour has been arranged, will make a run through all the principal towns from Cape Town to Johannesburg, and should have every opportunity of showing what the finest car in the world can do under really difficult conditions of travel. It is hoped that the tour will be extended to cover Southern Rhodesia and British East Africa.

There are literally tens of thousands of motorists in countries overseas who hug the fancy that the "Best car in the World" was designed only for travelling on good roads. In point of fact the Rolls-Royce, particularly when it is fitted to bodywork boasting all the traditional quality of a British coachbuilder of the highest repute, is par excellence a go-anywhere car, capable of dealing with the most strenuous conditions, and showing at the end of a long period of use so little depreciation that it is seen to be a really inexpensive car to operate.

BUSES OUST TROLLEYS.

Paterson, N. J., a city of 142,000, has done away with street car service and all public street transportation is supplied by motor bus. This city is the largest in the United States to take such action.

Getting Ready for a Motor Trip?

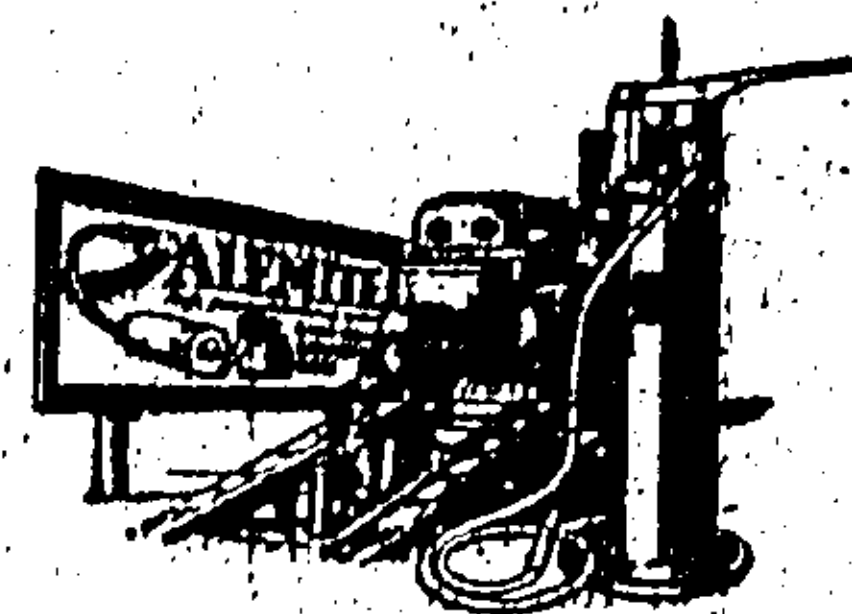
Our Thorough Lubricating Service Will Put Your Car in Tip-Top Shape

Bring Your Car in Today for Thorough Alemite Lubrication

Before a long trip especially it needs this. There are 20 to 40 vital chassis points that should be lubricated thoroughly every 500 miles. Drive in today and let us take care of them for you.

We flush out all these bearings under 2,000 lbs. pressure. Force out old worn-out grease, rust and grit. Pack the bearings with fresh genuine Alemite Lubricant. Clean your springs—change motor and transmission oil. Put your car in shape to do its best.

This kind of lubrication every 500 miles will keep your car free from squeaks and rattles—and probably cut your repair bills in half. Just drive on to our rack today and let us show you what real lubrication means. Then let us explain our 500-mile regular service. It is a convenience you will appreciate.



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STURDY IN BUILD
ECONOMICAL IN OPERATION
DEMONSTRATIONS BY APPOINTMENT
THE HONGKONG HOTEL GARAGE.



Hongkong Telegraph.

Pictorial Supplement

May 4th, 1929.

HONGKONG LACE COMPANY.

HAVE REMOVED FROM 1, D'ARIGULAR ST.
To 2nd Floor, No. 50 Queen's Road.
(Opposite Commercial Press.)

Manufacturers of Swatow Drawn Work,
Embroideries, Laces and all kinds of
Handkerchiefs.

RETAIL SALES AT WHOLESALE PRICES.
IT WILL PAY YOU TO SHOP HERE!



The Duke of Gloucester and His Excellency enjoying a joke with Mr. Ho Sing-chai, the Chairman of the Kwong Wah Hospital, at the garden party last week. (Photo: A. Fong.)



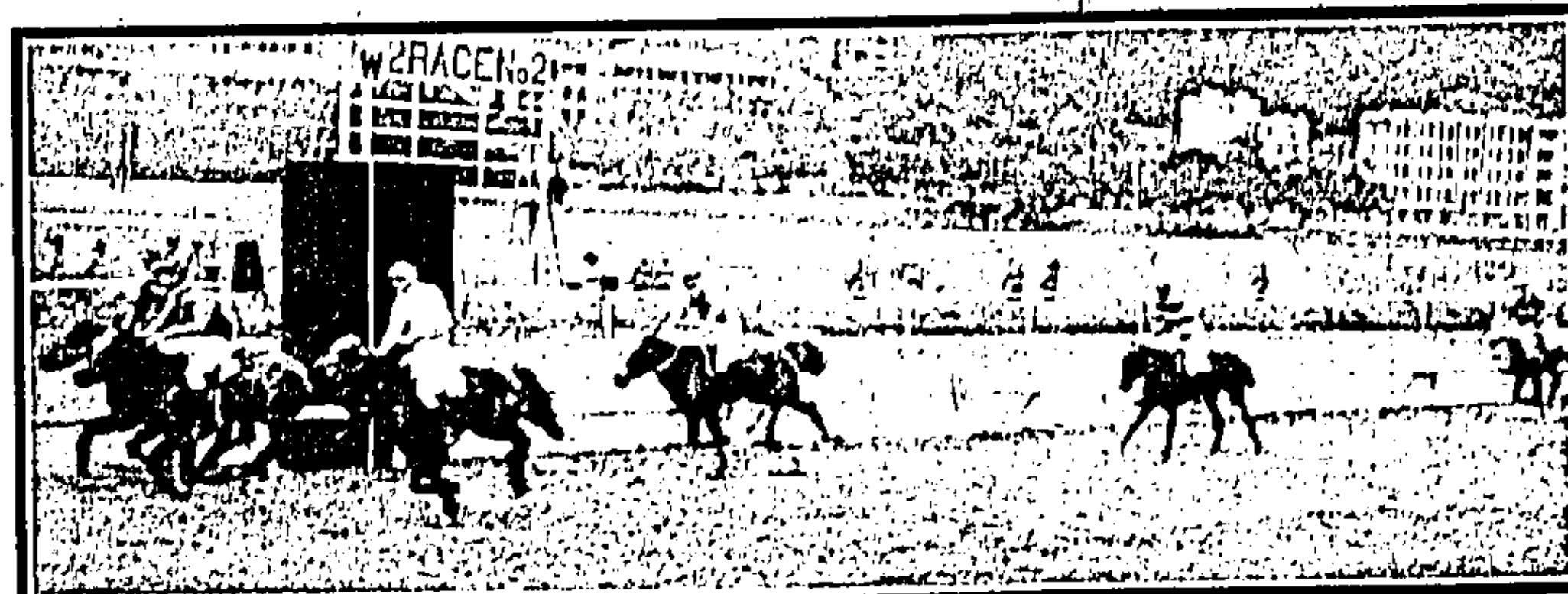
A general view of the public reception given in honour of H.R.H. the Duke of Gloucester on the Hongkong Cricket Club ground on Friday last week. The photograph was taken just after the Duke's arrival. (Photo: Mee Cheung.)



The Duke of Gloucester rode at the Extra Race Meeting last Saturday. Above, he is seen with Mr. R.M. Dyer and jockeys; below, the Hon. Mr. A.C. Hynes is seen leading in Pickle (the Duke up), third in the first race. (Photos: Ming Yuen and Mee Cheung.)



The gorgeous blackwood screen presented by the Chinese community to the Duke of Gloucester. The Address of Welcome appeared on the reverse panels. (Photo: Mee Cheung.)



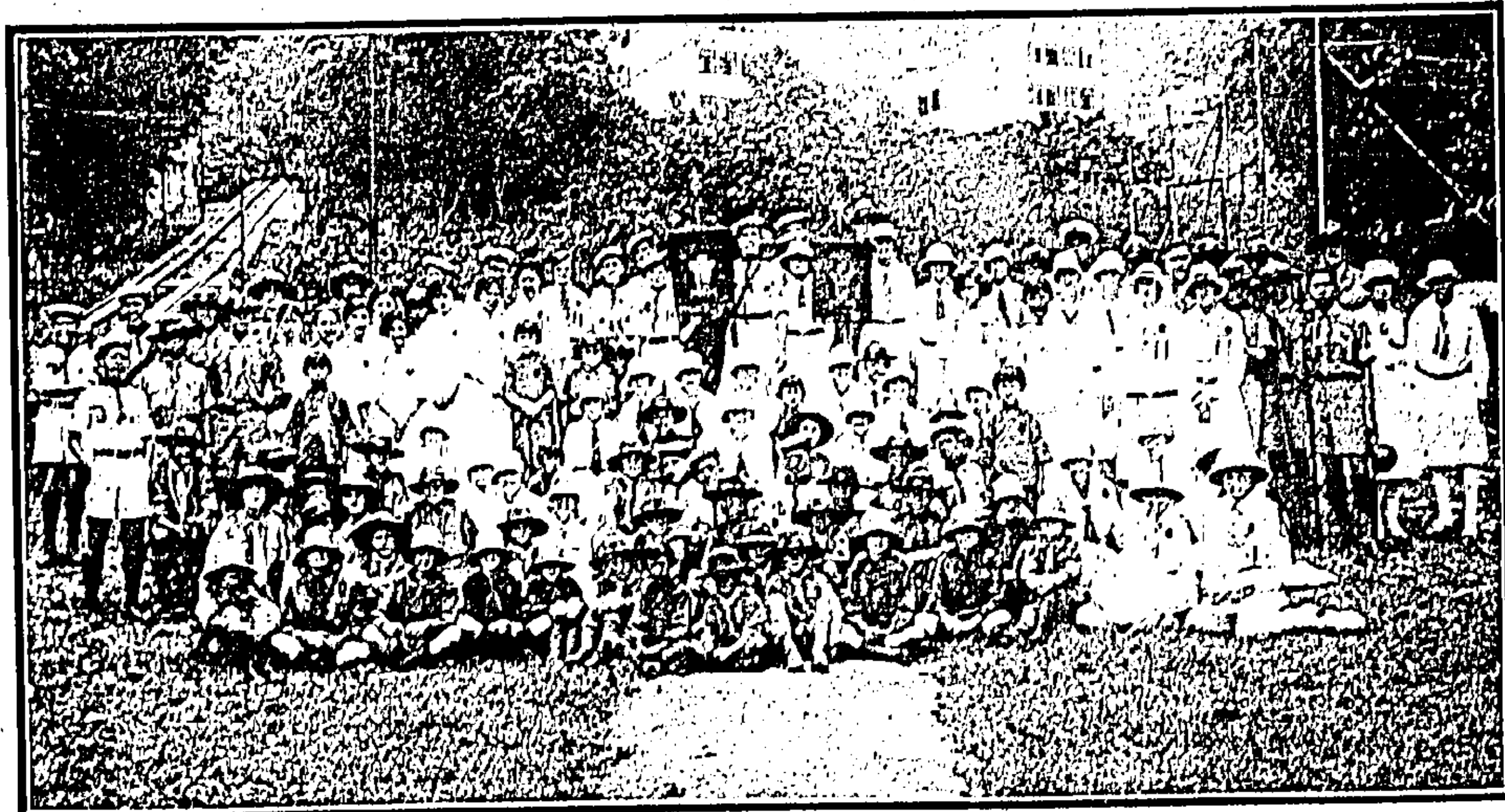
The dead heat in the second race at Happy Valley last Saturday, between Fifty Fifty (Mr. Lee) and Nookhill (Mr. Heard). The Duke of Gloucester, riding O'Moon, was unplaced. (Photo: Mee Cheung.)



Mr. Chan Tin-sion leading in Winsome Stag, winner of the first race on Saturday last. Mr. Soares up. (Photo: Mee Cheung.)



An exciting struggle in the Somerset's goal-mouth in the championship final against Chinese Athletic. (Photo: Mee Cheung.)



A group of the detachments of the Girl Guides, Boy Scouts and Sea Scouts taken after their inspection by H.R.H. the Duke of Gloucester at Government House. The principal officers are seen on the extreme right. (Photo: Ming Yuen.)



Photo taken on the occasion of the annual dinner of the Canton Masonic Club at Shameen. By a new rule, ladies are permitted to use the Club premises.



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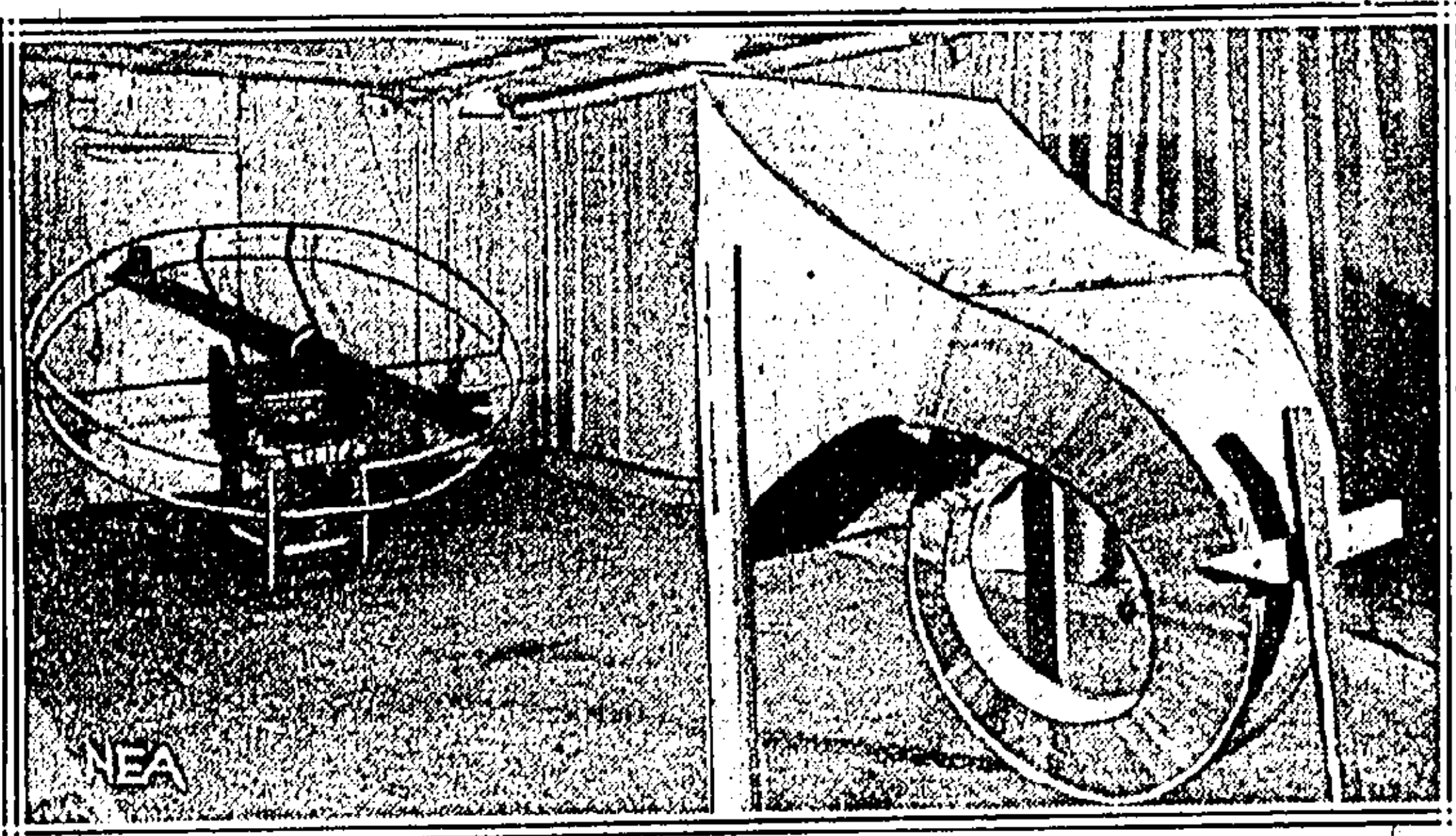
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Room 7
2nd Floor
KAYAMALLY BUILDING.

TRYING TO PERFECT THE TELEPHONE. WORK IN BELL TELEPHONE LABORATORIES.



In this sound-proof room in the Bell Telephone Laboratories in New York, sounds that cannot be heard by the human ear are caught and recorded by the delicate instrument at the left. In this instance, the new type of exponential horn, right, built according to a mathematical formula based on "compound interest," is being tested.

(By Israel Klein.) another young man is talking into a telephone transmitter. In a noise-proof room lined with sound-absorbing material and locked by triple-steel doors, a young man is seated with two telephone receivers at his right ear.

Every half minute or so he shifts from one receiver to another, listening through each, then operates a metered instrument in front of him and makes a note on a slip of paper. He takes another receiver, connects it to the instrument after laying aside one of the two used, and goes through the same motions, swinging both receivers back and forth to the same ear. The room is extremely quiet, except for the faint of a monotonous voice coming from the receivers.

Monotonous Drone.

In another room, not far off,

range of the human voice and the varying sounds that it emits.

It's Hard to Hear.

These two sentences that are repeated almost incessantly are not haphazard pronouncements. They include every syllable that it has been found, is difficult to transmit by telephone. If these are understood through one receiver as well as they are through the other, which happens to be the case, the basic instrument for the check, the one being tested is passed as a standard instrument for use in one of the telephone repair shops.

This is just one of the tests telephone receivers are put to, before being put to use. Another interesting test, done in the same laboratory, is what is called "burning." The transmitter is put

into a small drum where it is connected to a battery and meters, and where it is tipped over in various directions to imitate the actions of any careless talker who swings his transmitter about while telephoning.

The action of the carbon particles in the transmitter, at whatever angle, is measured by electric meters. As long as this is kept within certain defined limits, the transmitter is passed as good for use. But let the needle make a sudden jump out of the way, and the apparatus is discarded as a "frying" nuisance.

Work with ordinary telephone transmitters need not be very exact for ordinary conversation. But when it comes to transmitter types like the broadcast microphone, exactness has to be brought to the highest possible extreme.

Quiet Rooms.

So, to check these sensitive instruments, there are several "quiet rooms" in the Bell Telephone Laboratories, all thickly padded with a sound-absorbing material and double locked. Triple steel doors are bolted within and all joints are cushioned with sponge rubber pads to keep noise and vibration out of the rooms.

Here a man sets up a standard sound or pitch which is taken up by the microphone and reproduced through a sensitive receiver. The reproduced sound is then checked against the emitted sound for pitch as a measure of truthness in the microphone.

Similar tests are made with various types of loudspeakers—ones and "exponential" horns especially.

With the equipment on hand for use in these quiet rooms, the drop of a pin on the floor could be picked up by a sensitive microphone, amplified and reproduced as the boom of a cannon almost at one time. The clatter on the busy street outside can't penetrate their walls.

They are a paradox to the inordinate mixture of noises of New York.

THE PRACTICAL JOKER.

HATES TO TASTE HIS OWN MEDICINE.

The path of the practical joker is always beset by difficulties, usually well deserved, but few exponents of the art can have come a greater cropper than the Viennese, Herr Mayer, who endeavored by curious means to secure a full house for his wife's first concert in Berlin. This gentleman inserted an advertisement in the newspapers to the effect that a young and pretty Viennese, of great wealth, desired a husband, the essential conditions being a kind heart. Each applicant was informed that the lady would sit in the front row of the stalls with a bunch of white roses in her hand, but when the night of the concert dawned no such lady appeared, though the stalls were filled with two hundred powdered and perfumed beaux who considered they filled the condition. The sequel was that the kind-hearted ones started a free fight among themselves and the concert was wrecked. Hundreds were arrested and the good musician instead of being grateful to his husband turned on him in fury and now threatens divorce. In the meantime, all the proceeds from the box office she distributed among the disappointed two hundred. This was distinctly sporting of the lady but we cannot imagine that Herr Mayer found the action soothing, which provides yet another example of the truism that the best laid schemes of mice and men gang aft agley. Practical joking is rarely funny except to the originator, and as he is usually feeble-minded it takes little to amuse him. Most people get over the habit when they pass the "fag" stage in school, but others retain it throughout their lives and become a source of constant irritation to their friends. It is for these that the commercial catalogues of big European firms contain pages of illustrated devices, such as the Viennese. At least he "meant" stink bomb, the fake camera from which a wireframe snake flies out, damming indictment in the English and hits the poser in the face, and

TEN YEARS UNDER THE SEA.

RAISING OF BATTLESHIP KAISER.

Another ex-German warship is on the surface once more, after nearly ten years at the bottom of the sea. This is the battleship Kaiser, which has been lying keel upwards in seventy-two feet of water at Scapa Flow since she was scuttled by her officers and crew on June 21, 1919.

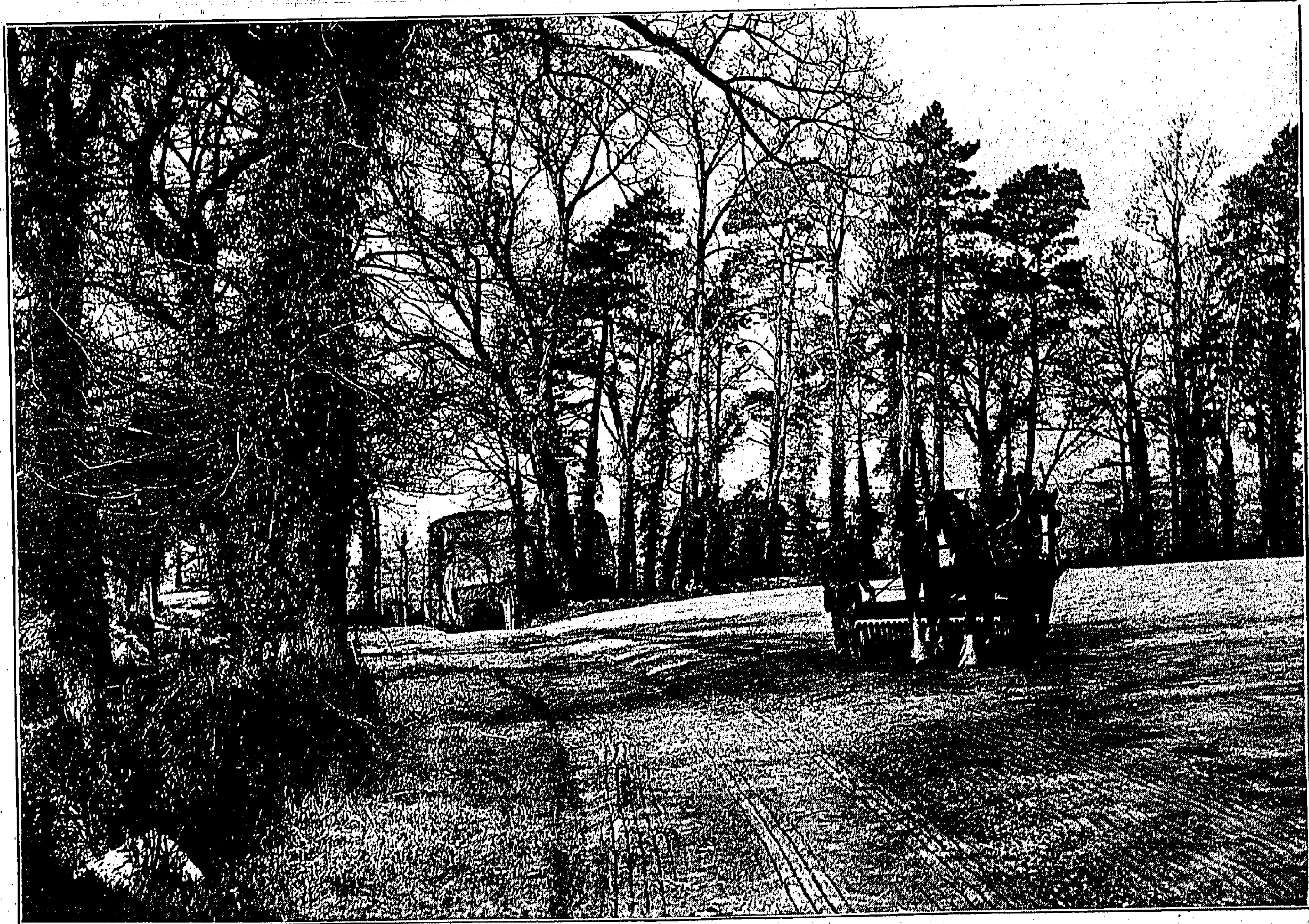
The work of raising her has been carried out by Messrs. Cox and Danks of London, in record time. Operations began on Aug. 23 last year, and, in spite of being interrupted for two months by bad weather, were completed in mail week. The battleship that was once the pride of the Kaiser's fleet is now a rusty, barnacled, and mussel-crusted hulk, which will be towed away and broken up.

Some of her sister ships of the ex-German navy, including the 23,000-ton battle-cruiser Moltke, have already undergone that fate. Workmen with sledge hammers and oxy-acetylene apparatus cut through the armour plates as if they were paper. The waste metal is then melted down and recast to other uses—girders for picture houses, steel railway fittings, and a variety of forms far removed from all memory of battle and the sea.

A woman has played a prominent

part in the raising of these warships. She is Mrs. Cox, a member of the salvage firm, and was formerly Miss Danks, of Glasgow. She has now spent nearly five years at Scapa Flow. "My husband and I had no experience in salvage, beyond breaking up a couple of old battleships, when we came here to take this job over," she said to a press representative whom she showed over the firm's plant at Lynece. "Since then we have raised twenty-six destroyers and two battle-cruisers, the Seydlitz and the Moltke."

Mrs. Cox leads, perhaps, the hardest and most unusual life of any woman in the British Isles. While the ships are being raised she spends whole days on the half-submerged hulks and doing her full share in directing the work.



EASTERTIDE IN THE COUNTRY.

A peaceful country scene off the busy main road from London to Portsmouth, which was thronged with motorists making the most of the fine weather of the first day of the Easter holiday. Our picture shows a field being rolled at Ripley, Surrey, after it had been sown with oats. Farmers are busy making up arrears of work due to the prolonged winter. (Times copyright).

Original Touches Make the Mode

*Fashion Favors
Distinctiveness
Of Finish and Detail
Where Once the Rule Was
To Have Everything Alike*

I
This Chic Hat
of Green Felt
Is Youthful
And Very New.
It Looks Best
When Worn With
A Tailleur.

III
Suitable for Wear With
Frock or Suit Is This
Summery Chapeau Made
Of Navy Blue Baku.
The Band Is Beige and Blue.
And the Brim Is Folded.

IV
A New Spring Tailleur
Of Brown and Beige Tweed
Has a Three-Quarter Coat.
And a Novel Skirt With
An Oddly Pointed Hem.

V
This Charming Evening Ensemble
Made of Shell Pink Crepe Roma
Has a Circular, Tied Cape
To Go Over a Frock Enlivened
By a Generous Side Sash.

II
An Interesting Skirt
And Triangular Pockets
Distinguish a Topcoat
Of Dull Blue Cheviot.

VI
Mocha Colored Jersey and Silk
Are Charmingly Combined
In This Very Feminine Ensemble
For Spring Sports Wears.

STYLISTS in New York and in Paris are stressing the "dressmaker" type of dress, suit and coat, giving it pre-eminence among current styles.

This means the individual outfit, with original touches, and intricate workmanship, as opposed to the "machine-made" look. It means hand finishing, and softness, and a feeling for detail and elegance.

Indeed, this season ushers in a new era of restrained elegance. Even the sports frocks are softly finished with silk blouses or scarfs lined with silk. Langue is fitted as carefully as outside apparel and is embellished with the rarest laces and embroidery.

Hats offer interesting new interpretations in shape and achieve new effects, with straw and felt both stressed, but emphasis on straw. Ballbuntings, bakus and bangkok straws are great favorites.

Very often purses and hats match, or hats and scarfs. Stockings and gloves agree in tone, and both consider the complexion as well as the costume.

The tailored frock of this season, often has its matching coat, just as the silk and chiffon gowns for afternoon have a jacket or cape as a part of the outfit. Tweeds and light wools are more important than ever before, and printed silks are more restrained and more carefully designed.

The three-quarter length coat is definitely a part of the mode, and is favored for skirts of irregular length, developed in transparent velvet, taffeta, or crepe de chine.

Personally, I prefer the plain coat with the printed frock, rather than the all-printed costume, just as I like the idea of faded shades for daytime wear and vivid colors for evening.

I. FOR a becoming chapeau, I suggest this hat of soft green felt that has the "wired" brim. This is known as the Cavalier type, and it is slightly longer in the back to allow for hair that may be growing out.

This is an essentially youthful and becoming model, and takes on the character of the wearer. It is particularly chic with the tweed or light wool coat, or with the tailleur.

II. THE separate coat for this spring may be flaired or straight, and belted or fitted—there is much latitude and originality shown. For general wear I always think the straight line is practical, and that the belted model keeps the silhouette neat and chic. Nothing could be more in keeping with the present mode for sophistication that gives the ef-

By FRANCES CLYNE
Creator of the Models on This Page

fect of simplicity than a topcoat of dull blue cheviot with the interesting scarf arrangement, and the triangular pockets. This model is shown at the lower left.

III. SUMMERY in material, and charmingly sophisticated in design, is the navy blue baku hat for afternoon wear, which may be worn with the silk afternoon frock or the jacket suit. The brim is folded at one side, to break the cloche line, and is banded with blue and beige crepe de chine.

For summer wear it is well to remember that a slight brim is a great protection from the sun's rays, and it creates a pleasing shadow that is most becoming.

IV. FOR the tailleur, I like this model of brown and beige tweed, with the three-quarter length coat, and the very novel skirt with the asymmetrical pointed hem. This is a style point of great importance. The costume blouse is of beige crepe de chine belted with the tweed.

V. AN ENSEMBLE for spring that illustrates the dressmaker idea is one for evening, developed in shell pink crepe Roma, which shows the new tiered cape and the frock with the full skirt and sash side treatment.

The frock is quite simple, except for a rather subtle cutting across the front, which gives a number of oval lines and shows some expert manipulation of the cloth. The cape has a circular flounce, and circular fitted tiers. For summer resort or town wear it is equally effective, and it has the smart untrimmed look that marks the really sophisticated taste.

VI. The sports ensemble profits greatly by the new feeling, and loses none of its casualness while it acquires a new femininity and more graceful contours. It is seen to advantage in this mocha-colored jersey model, combined with silk of the same shade. The very finely knifed-pleated skirt is smart in this material, and the three-quarter length coat gives a new line. A smart touch is noted in the scarf, made of jersey, lined with crepe de chine to match the blouse.

The bouquet of silk flowers carries out the general policy this year of allowing greater latitude in the matter of embellishments. This suit is worn with a hat of a slightly darker tone, which shows the new line in millinery—very low over the ears, with considerable forehead revealed.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph

Pictorial Supplement

May 4th, 1929.

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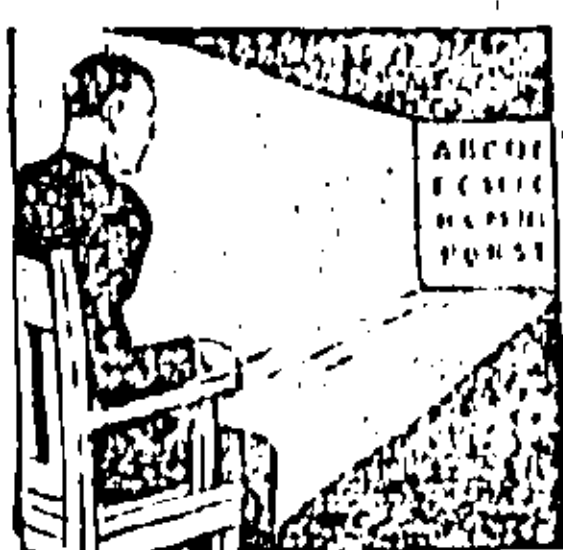
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There is only one way to know the exact condition of your eyes: an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined today. If a simple evening's pleasure ends in a headache, look to your eyes.

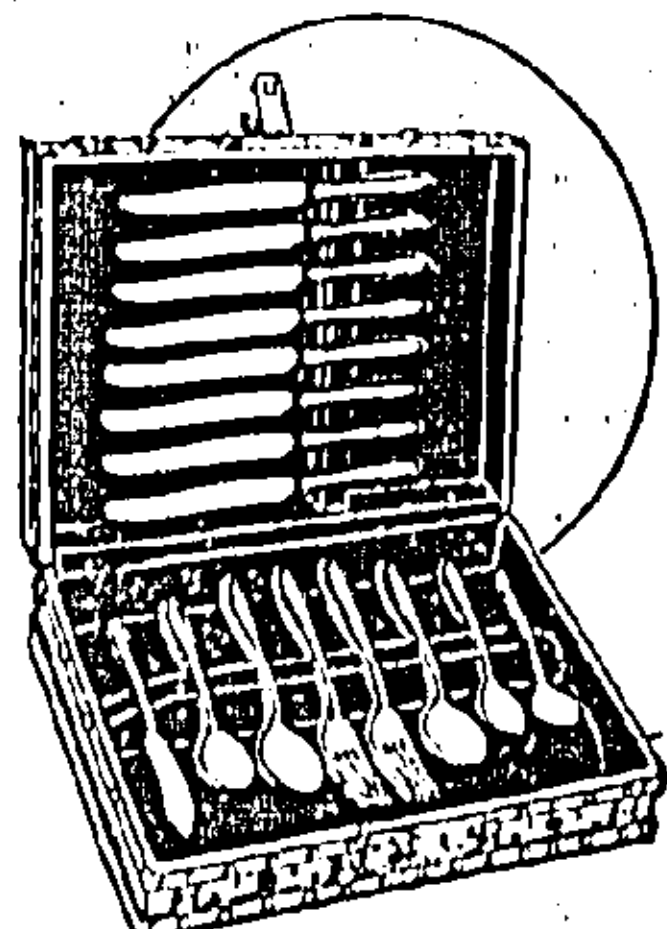
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CHATER ROAD.



An interesting group taken at Shameen on St. George's Day, showing some of the members of the Royal Society of St. George (Canton branch), with wives and lady friends. The photo was taken in the grounds of the residence of Mr. A. L. Tuson, H.B.M.'s Vice-Consul, who is President of the branch.



Bridal group at the wedding at St. John's Cathedral on Tuesday of Lieut. K. Maurice-Jones, D.S.O., R.A., and Miss Margaret Ada Kent. (Photo: Mee Cheung).



The Chinese Athletics winners of the Hongkong Senior League, lining up for the medals after the final game on Monday. (Photo: Mee Cheung).

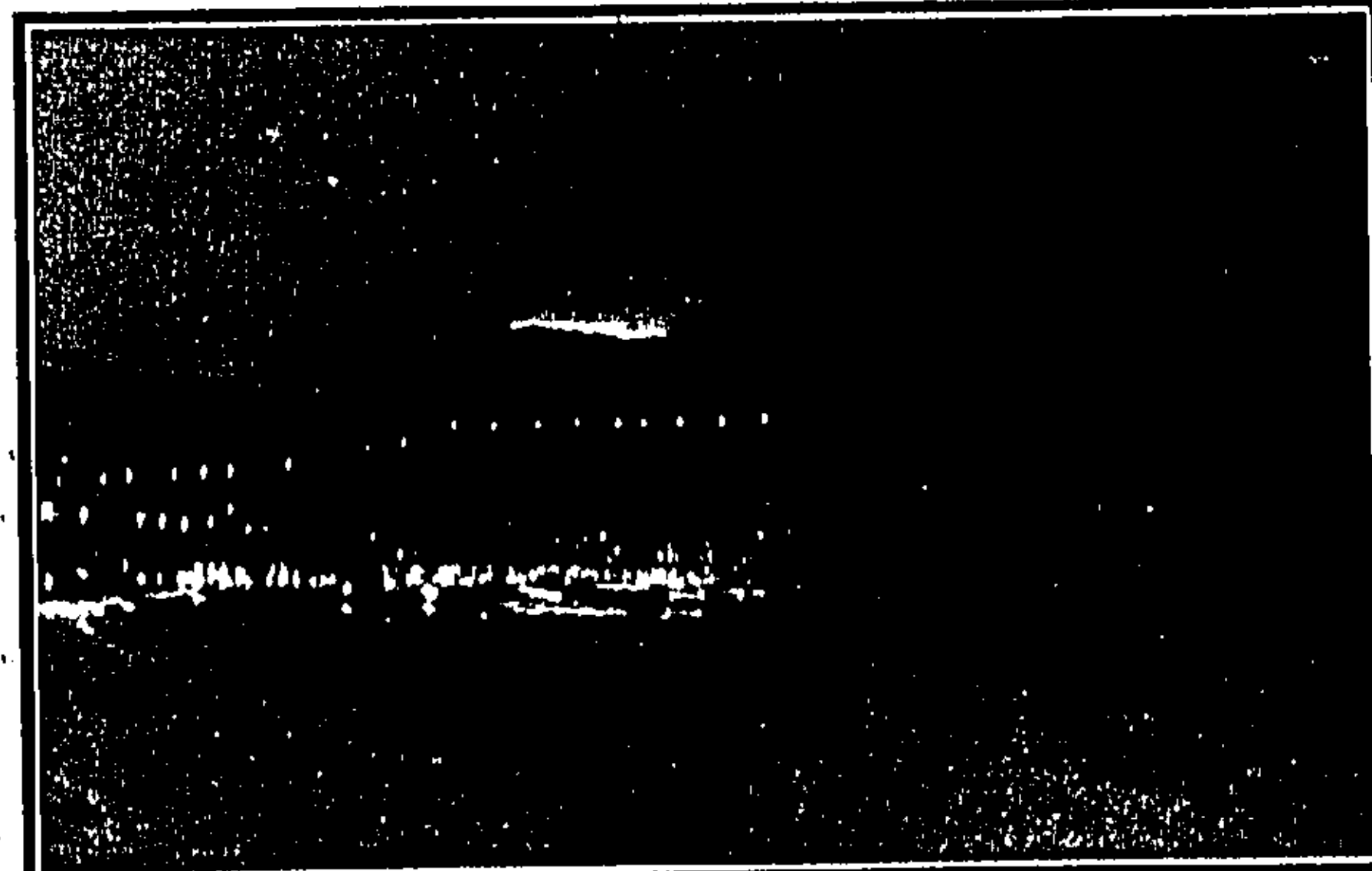
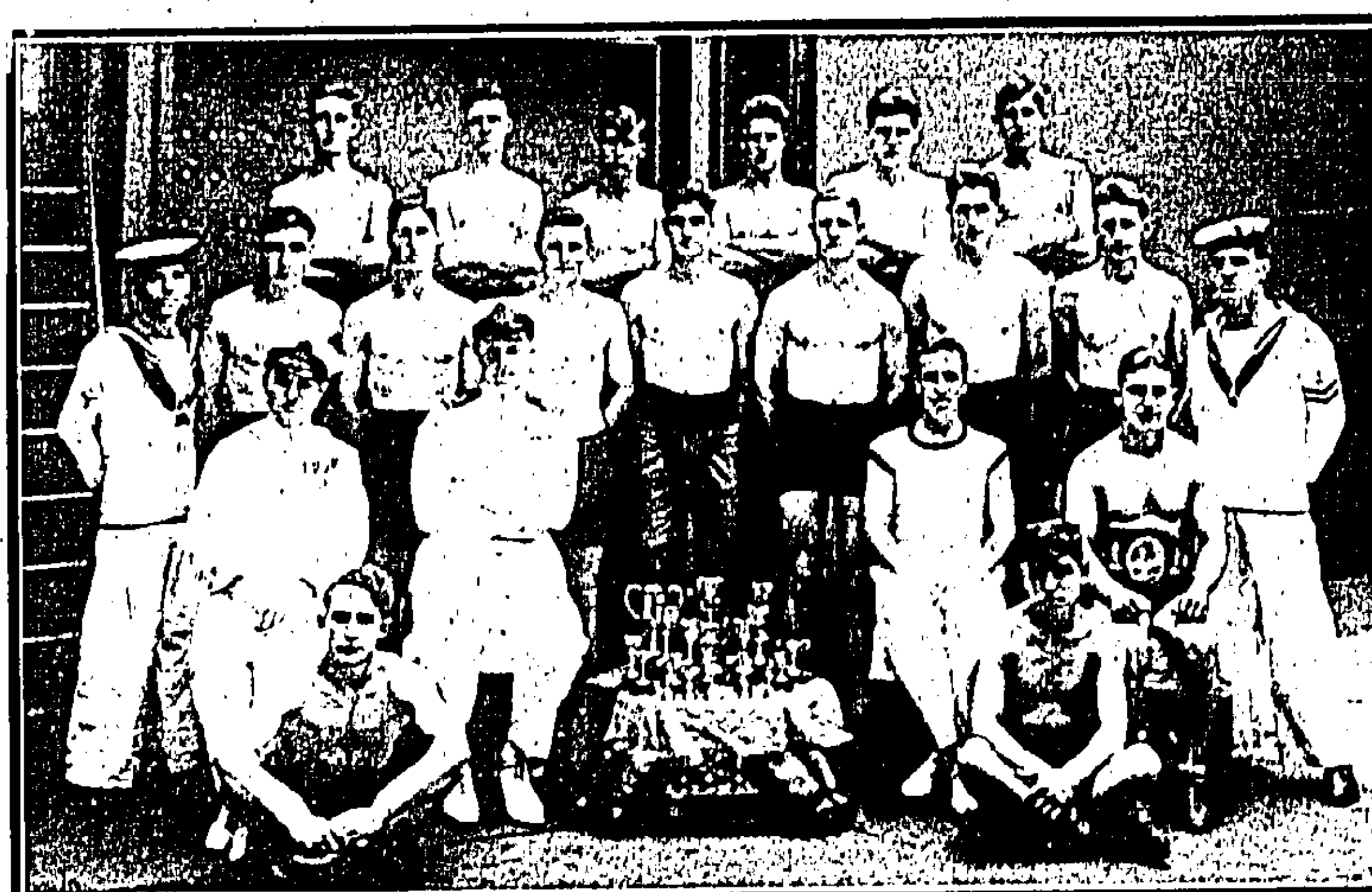
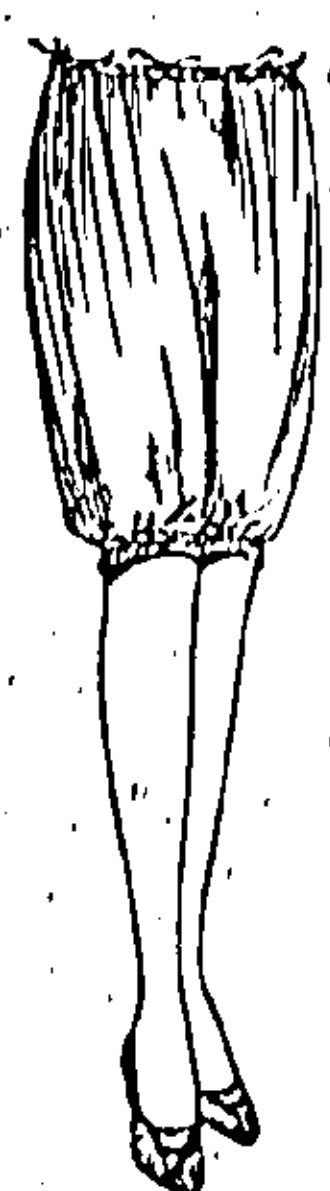


Photo of the recent Mount Cameron fire taken by a Kowloon resident with an Ensign box camera from the Peninsula Hotel. The exposure given was 25 minutes.



Above is seen a group, taken aboard H.M.S. Hermes, of the ship's boxing exponents, showing the large number of trophies won in recent contests. (Photo: A. Hing).

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Ladies' and Children's Summer Weight Knickers. Fine Cotton, in White, Blue, or Pink.

Ladies' Sizes

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\$2.50, \$2.65, \$2.75

Children's Sizes.

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\$1.25, \$1.35, \$1.40, \$1.45, \$1.50, \$1.60, \$1.75

Artificial Silk Knickers.

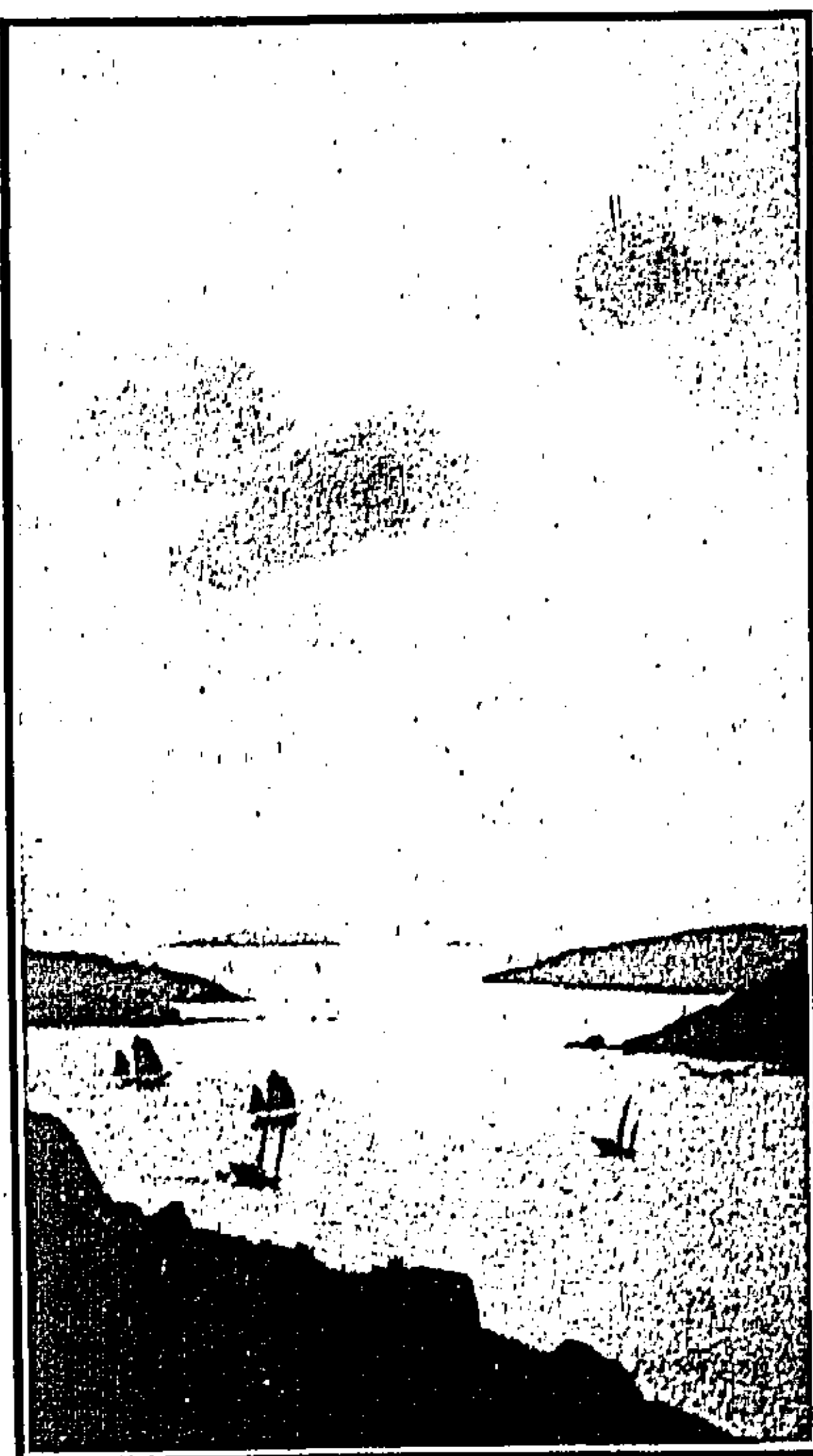
Ladies' Artificial Silk Knickers, latest cut Styles, etc. White, Black, Apricot & Sunn.

\$3.75 to \$6.95

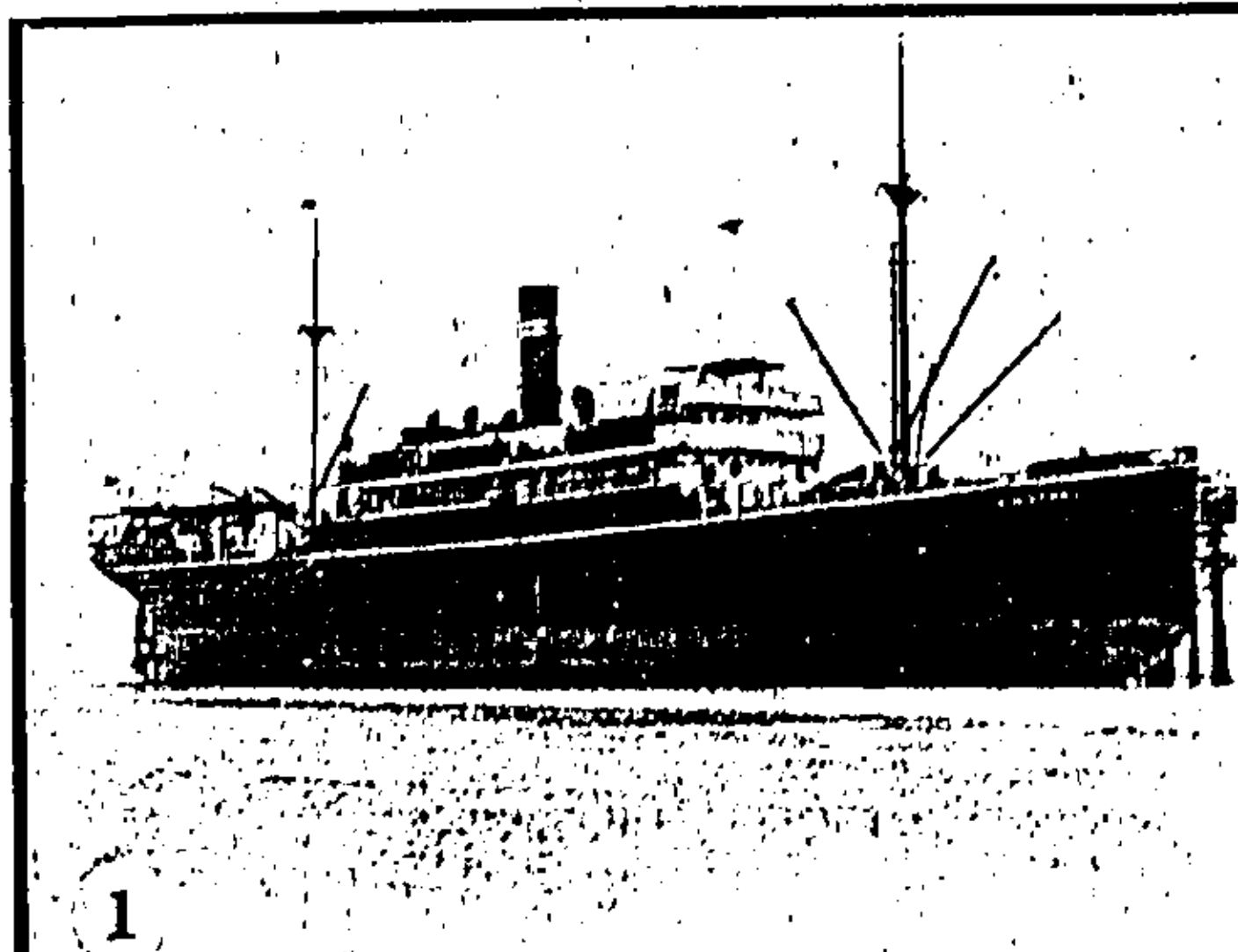
LADIES' SUMMER VESTS.

SPENDID SELECTION.

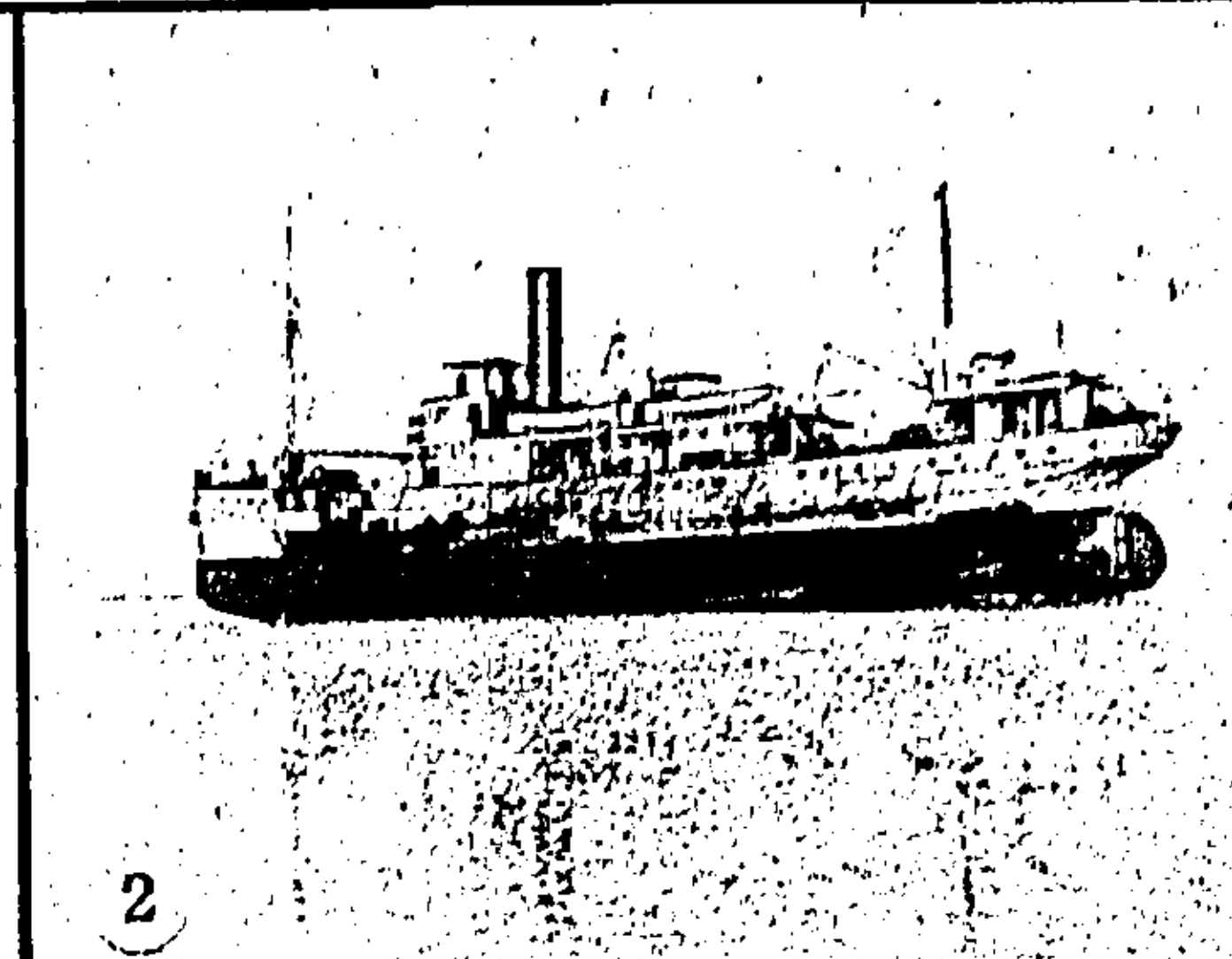
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Sunset on the West River, looking from Macao. (Photo: J. Catela).



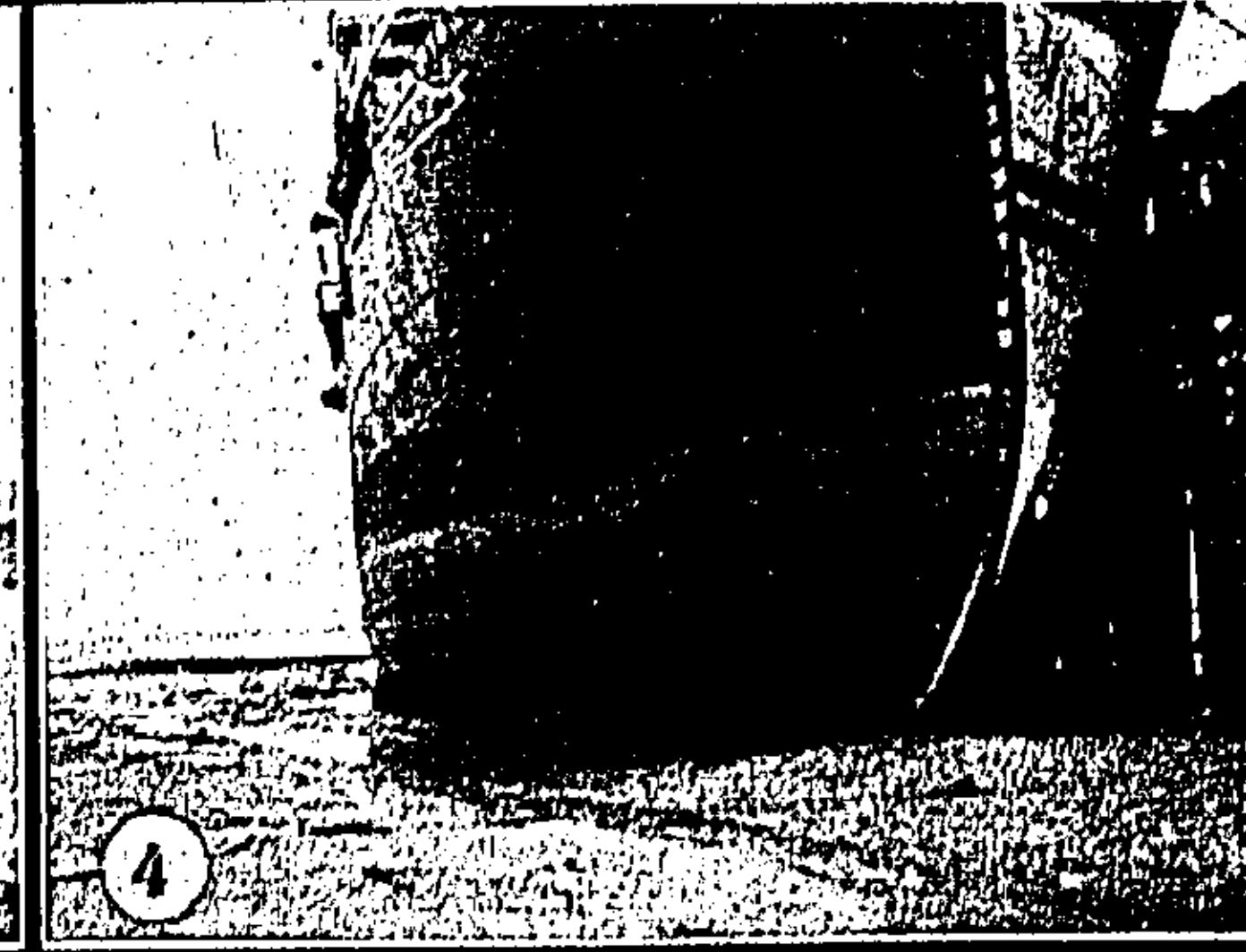
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2



3



4

Hongkong, with its deep-water harbour and slight tides, is in striking contrast with the Australian port of Broome, where steamers are left high and dry when the tide is low. (1) a Singapore steamer at a jetty between tides; (2) the lighthouse steamer waiting for water; (3) propeller and rudder on holiday; (4) hull inspection without the necessity for dry docking.

LIFT ENTRY DUTY.

Egypt has lifted entry duty on American tourists' cars taken to that country for touring purposes. A free duty pass can be obtained for six months.

HIGHWAY GRAVEYARD.

A 75-mile stretch of Ohio highway has 69 crosses along its sides. Each cross represents a fatal accident at the place it has been erected.

5,000,000 CARS.

Predicted Sales for 1929.

FORD'S INFLUENCE.

Increase in the number of automobiles that have ended their period of usefulness, widening of the field of new buyers and a greater export demand will combine to cause the sale of perhaps 5,000,000 automobiles in 1929.

This rise of almost half a million cars over the record year of 1928 is predicted by Allard Smith, vice president of the Union Trust Company of Cleveland. It is the result of a close study, first, of the possibilities of production within the industry, and then of the likelihood of sales outside.

"There are three sources of consumption for automobile production," says Smith. "The first of these is replacement demand. The second is the demand of new buyers and the third is the export trade."

"During 1929 the replacement demand for cars will probably be the largest registered in the history of the industry. This estimate is based upon the fact that there are now approximately 25,000,000 cars and that the average life of a motor car is estimated at around six years. During the current year the vintage of 1923 will be ready for replacement."

"It will be remembered that 1923, with an output of more than 4,000,000 units, was the first year of gigantic production. A reasonable estimate of replacement demand for 1929 is something more than 3,000,000 cars and trucks."

Quick Rise in Exports.

"One of the most amazing and striking trends in the automobile industry has been the rise of export demand. The expansion of world trade and the rise of living standards throughout the civilized world coincident with the progress in the stabilization of European conditions, are resulting in

a great movement looking to the motorizing of many countries.

"During 1928 the export of cars and trucks from this country approximated 500,000. This figure compared with 78,000 in 1922. Further important increases in foreign demand are expected during 1929."

"The degree of new buying demand has interesting possibilities for 1929. Its extent will depend upon the continued spread of general prosperity and upon the rate of increase in the number of families with two cars. Both these factors are closely related."

"It is estimated that 15 per cent. of American families possess two cars each, while in 8 per cent. of the families there are three cars each. This condition is growing more pronounced."

Present prospects are for a year of favourable business conditions. During 1928 unemployment was corrected and wage levels in most important industrial centres remained high. This points to large purchasing power and should result in an even greater spread of the pronounced tendency toward two-car families.

New Buyers on Farms.

"In agriculture steady improvement in purchasing power is being made and there is now a widespread movement toward mechanization of farms, which is a stimulating influence upon the demand for motor cars as well as implements and tractors. Each year many thousands of new surfaced roads are added in the United States and this is another factor in creating a new demand for automobiles."

It is on the basis of these assumptions that Smith estimates the demand for automobiles in America this year may reach 5,000,000.

Such a demand will not only result in large activity in the auto industry, but will spread out to the allied industries, such as automotive parts and tyres. The steel mills, too, will be greatly benefited by this demand, the statement adds.

Smith realized that the tentative production schedules of automobile manufacturers far exceed the probable requirements for 1929, yet this is a recurrence of similar conditions for the past several years, which have finally turned out well in the end.

"The outlook is for keen competition," he concludes, "a condition which likewise has not been absent in years past, although it is complicated this year by the return of the Ford Motor Company to large scale production."

TYRE EXPORTS DROP.

Tyre exports from the United States declined more than \$4,160,000 during 1928, says the Department of Commerce.

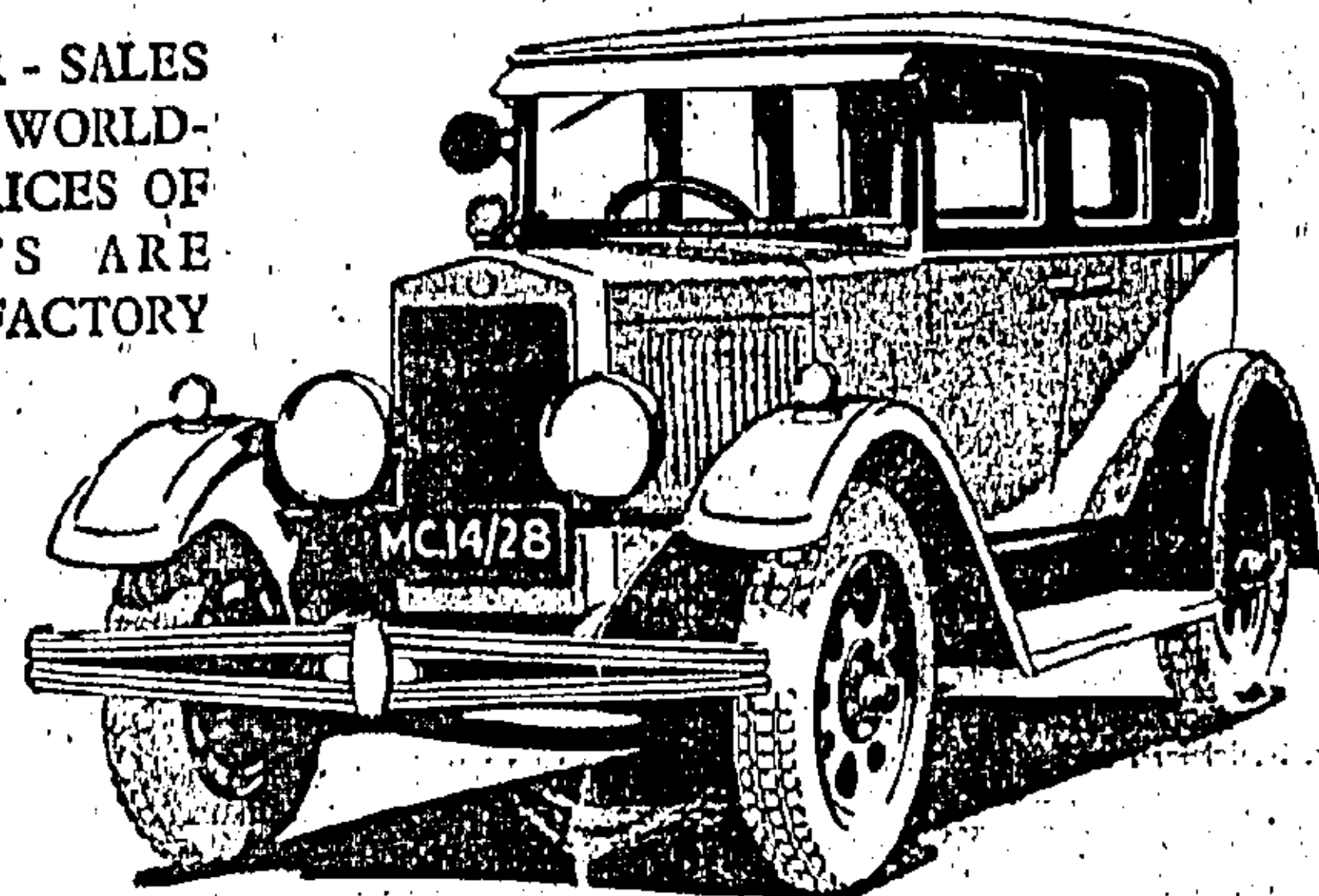


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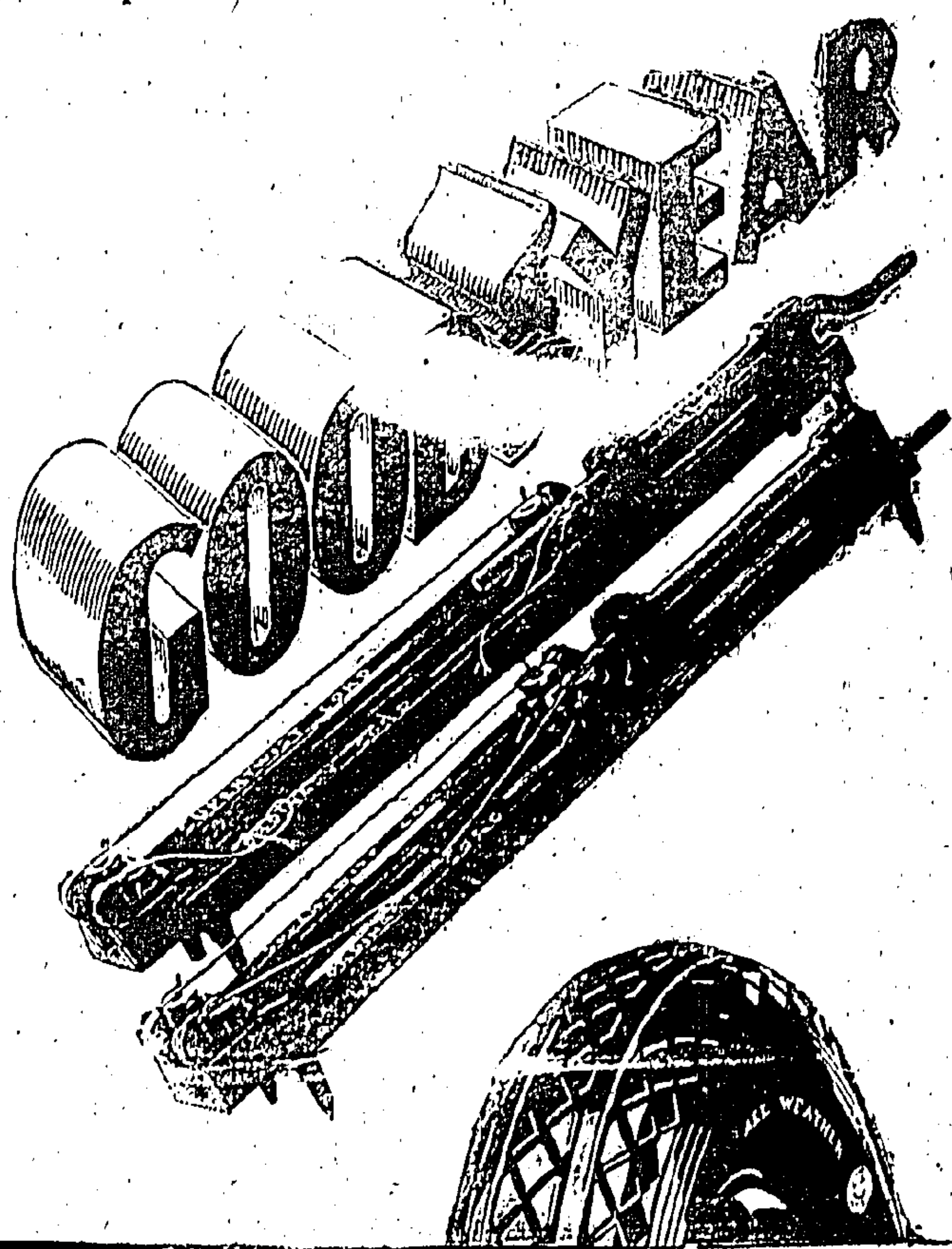
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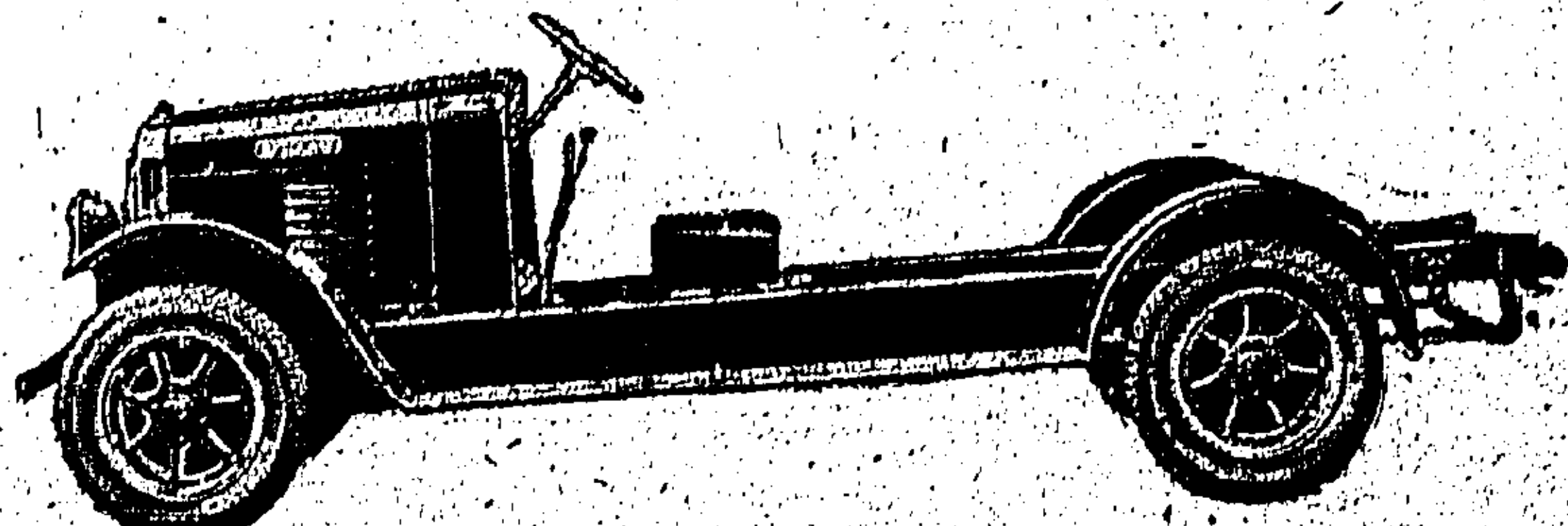
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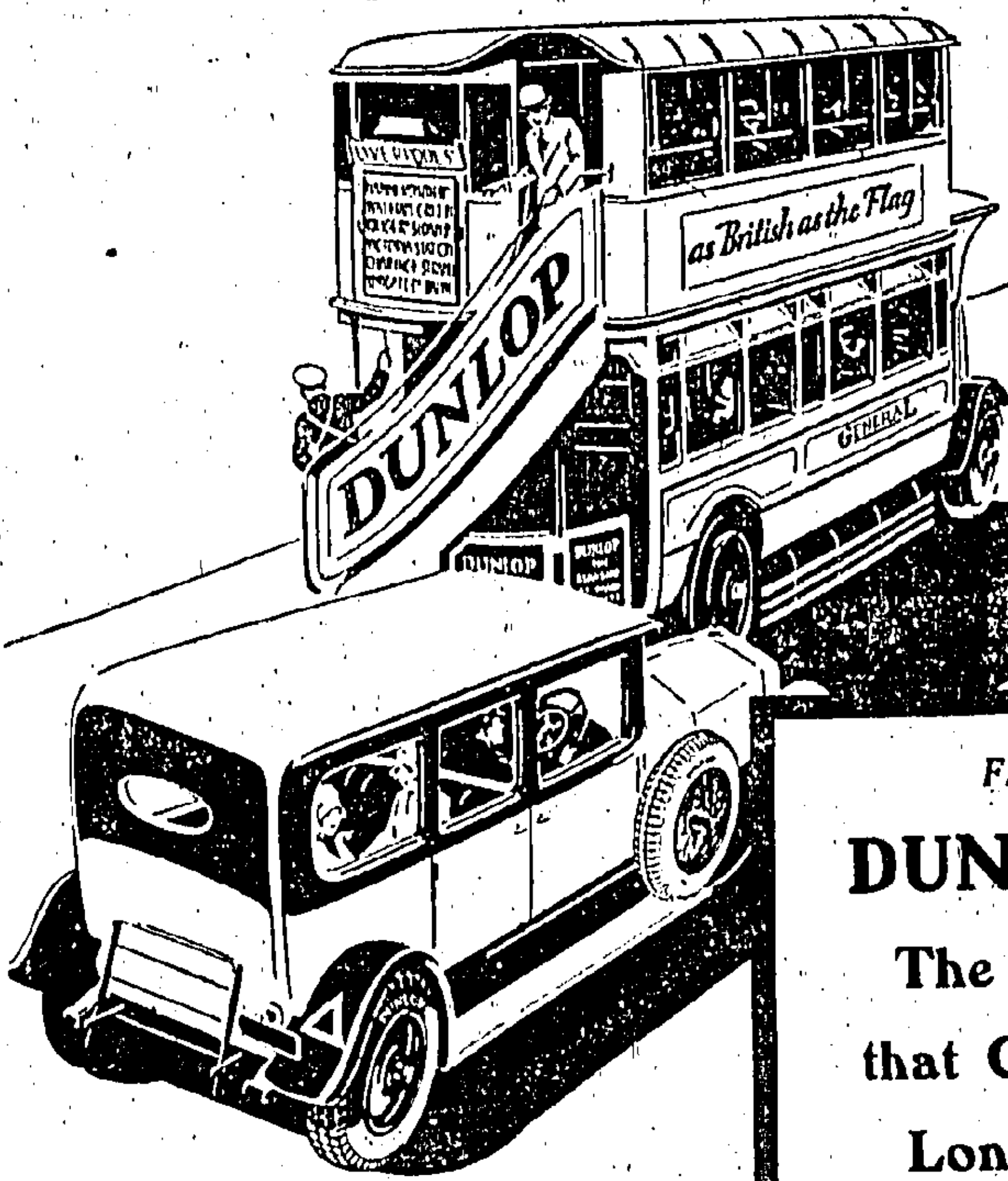
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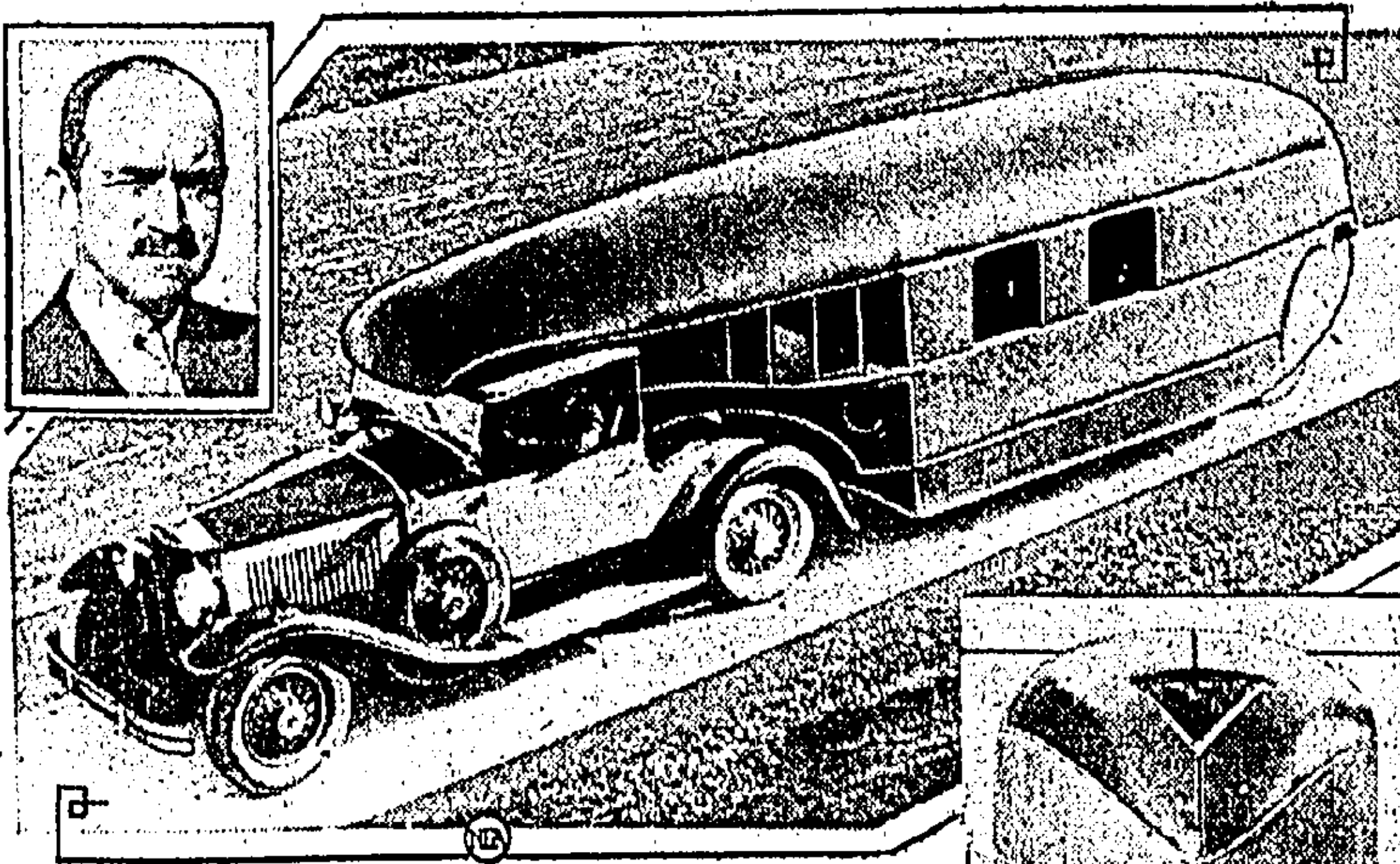
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A LUXURIOUS MOTOR TRAILER.



The speed of the roadster pulling the "aerocar" designed by Glenn H. Curtiss, air pioneer shown in inset, was increased, rather than reduced, due, says Curtiss, to the adoption of airplane design in its construction. This may be noticed particularly in the rear view at right.

"I believe there will be a complete revolution in auto design very shortly. It will be based on a study of present day aeronautics."

This is the radical assertion of no greater authority than Glenn H. Curtiss, pioneer aviator and airplane builder, whose 30 years of experimental research into both aviation and automotive engineering is still to reach its climax.

Curtiss bases his prediction on results he has established from recent experiments with a new type of motor vehicle whose design is predicated on that of the airplane. This vehicle, a trailer, hitched to a regular stock roadster, permitted that car to travel at a greater speed than it did without the additional weight!

The secret of this achievement is its lightness and sturdy airplane construction. Curtiss calls it an "aerocar" and offers it as his solution to the modern demand for fast, comfortable camp cars, buses and commercial vehicles. He has been working on it for more than a year. It was from tests of this car that he re-

alized how much airplane design could help toward improvement of the automobile.

No Advance on Buggy.

Curtiss goes so far as to say that, compared with the airplane, the automobile is a "horrible example" of inefficiency.

"The automobile to-day in some respects is not far advanced from the horse and buggy stage," he says. "All it has gained in 20 years is power and reliability. It is no safer than the horse and buggy of 50 years ago. Perhaps the biggest safety factor in the modern car is the non-shatterable glass and the recent invention of all-steel bodies."

"The design of the motor car lends nothing to cut down wind resistance. At 60 miles an hour practically half the motor's power is used to overcome this element. Paradoxical to the airplane, overcoming wind resistance is the last improvement considered in the automobile. As a result, a minimum head resistance, minimum gas consumption, far superior engine performance and less

weight to the horsepower are in favour of the airplane."

Trailer Boosts Speed.

By shaping his "aerocar" like an airplane in front and back, Curtiss has been able to advance the speed of the roadster pulling it, despite its increased weight. In his tests along the Ta-Miami Trail across the picturesque Florida Everglades, he found his roadster could register a consistent speed of 75 miles an hour, when alone. With the 1500-pound trailer attached, however, it made 83 miles an hour!

Curtiss attributes this increase in speed to its streamlike effect in the rear, which minimizes the usual powerful suction that follows in the wake of the roadster.

"There is no more useful reason for some things in the modern style of the automobile than there is for the style of a man's necktie or a woman's hat," he comments. "Automobile style should be based on utility. As soon as we begin to follow the

OASIS FOR FUEL, TOO.

A report from Africa states that there is a gas station at nearly every oasis on the Sahara Desert, providing refuelling places for both camels and automobiles.

BETTER ROADS.

Nearly 10,000 miles of federal aid highways were improved during 1928 by the 48 state highway departments in co-operation with the U. S. Bureau of Public Roads.

trend set by our most efficient form of transportation to-day, the airplane, the style of the American automobile is going to be such that it will speed up travel 100 per cent.

"There are only two things that prevent a car from going 1000 miles an hour. They are friction and head resistance. At high speeds 80 per cent of the power of the engine is used to overcome head resistance and the other 20 per cent is taken up by friction."

Criticizes Auto Cooling.

Curtiss laughs at the efforts made toward cooling the modern motor.

"The modern radiator," he says, "is a fallacy. The cooling effect on the motor when the car goes with the wind and against the wind varies considerably, constantly changing the temperature of the motor. For instance, a car going up hill with the wind gets overheated quicker than a car going up hill against the wind."

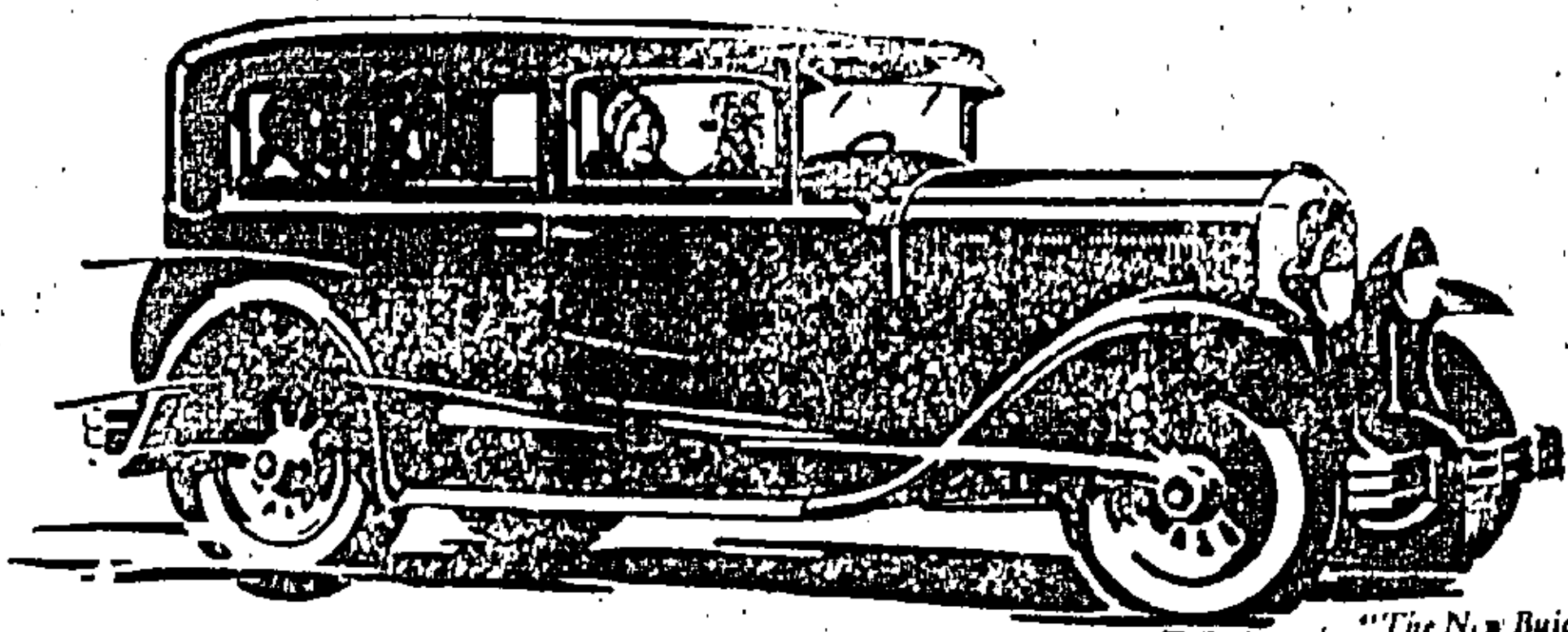
"No fan can control the whims of nature or serve to keep the motor at a constant temperature. The flow of air should be kept constant and the pressure should be the same."

"Proper heating and proper temperature have as much to do in maintaining the efficiency of the gasoline as do many of its integral parts."

The airplane, Curtiss believes will point the way toward increased efficiency in the automobile. But it will never take its place, he assures us.

"The automobile will never supplant the airplane and the airplane will never supplant the automobile. The function of the airplane is to make long, fast journeys," is the way he puts it.

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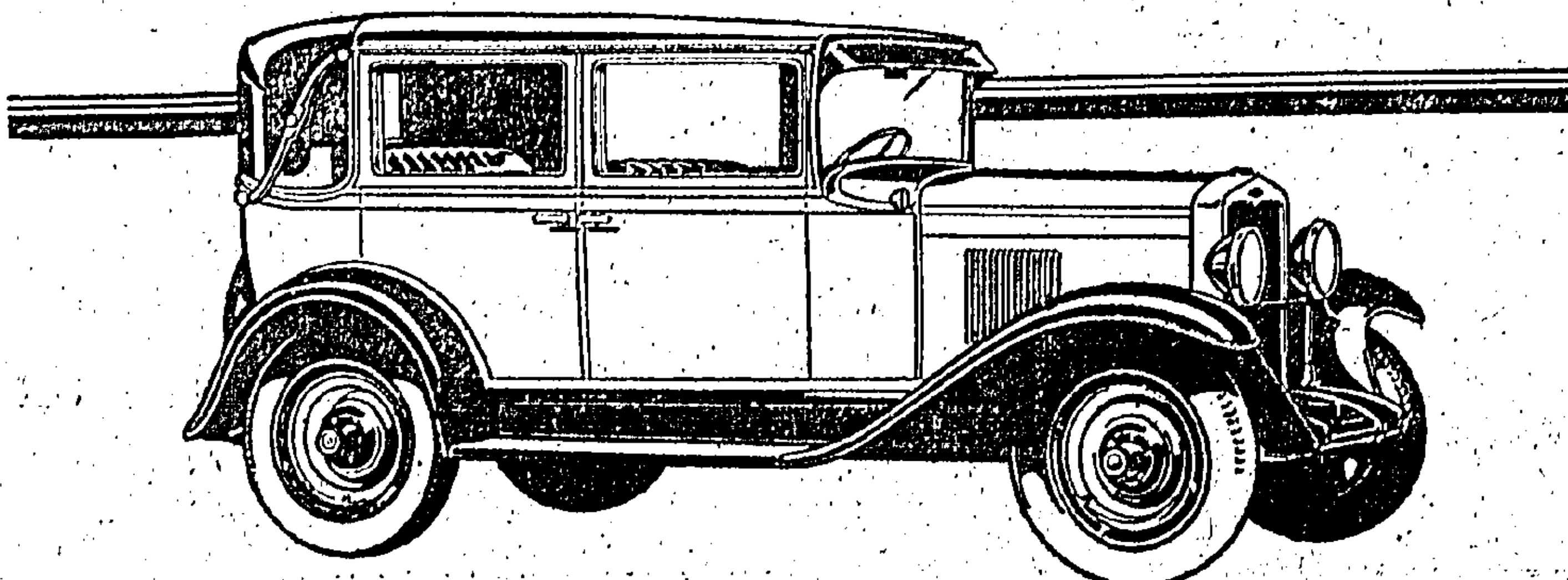
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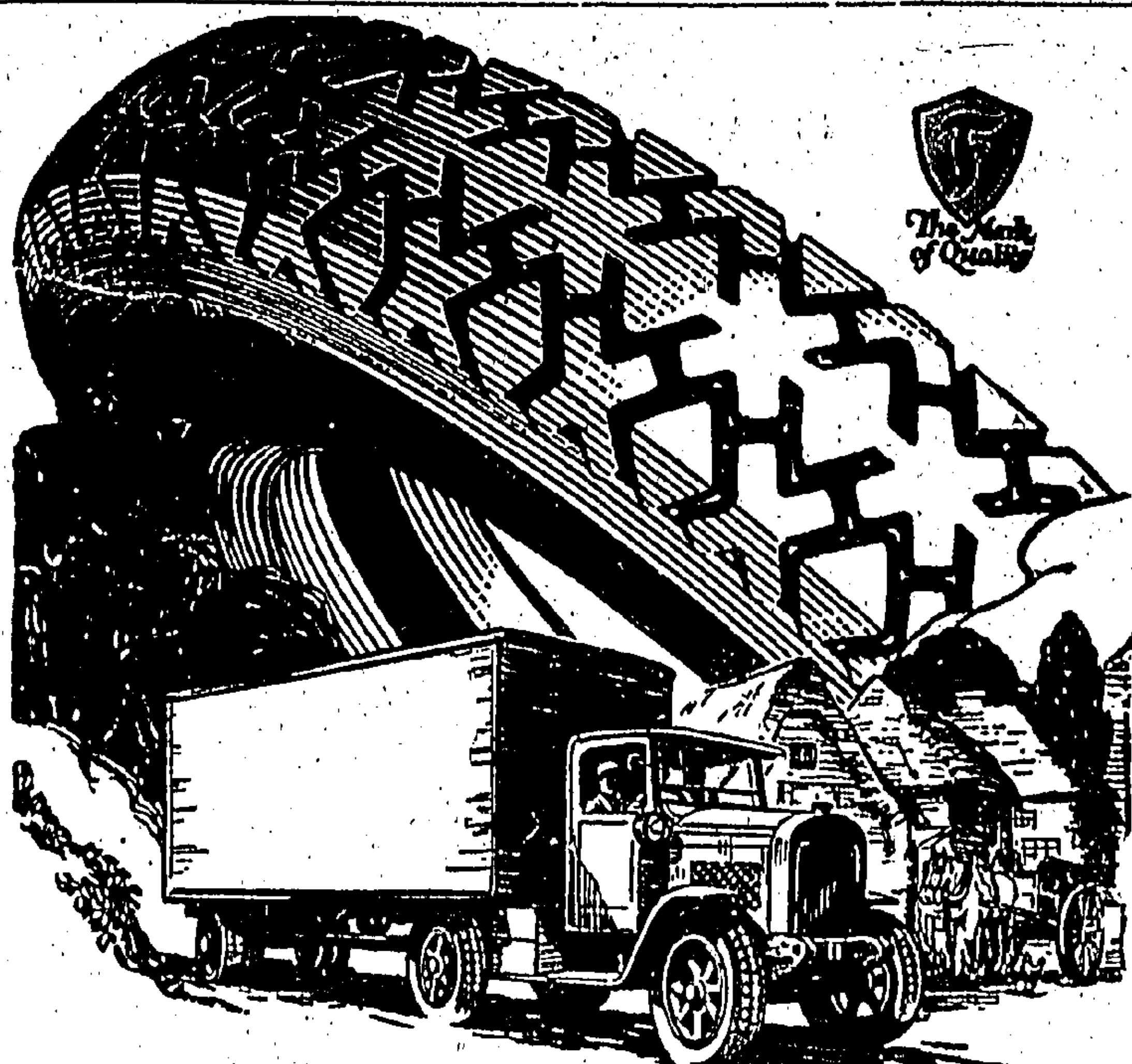
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DEAL DIRECT.

MOTOR NOTES FROM GREAT BRITAIN.

Special Report from Home.

Engine Temperature.

Realising that far too few motorists appreciate the importance of engine temperature, no less an authority than Mr. P. Wright, Service Manager of General Motors, has some pertinent things to say on the subject of radiators.

"A radiator is more than a cooling system," says Mr. Wright. "It is designed to keep the engine temperature at the correct degree for the best performance. To function properly an engine should operate at the highest possible temperature under the boiling point and the radiator is so designed as to keep the water at the proper temperature."

By doing this the radiator saves petrol, prevents excessive use of oil and reduces the danger of tight pistons. It saves petrol because in an engine operating consistently at the proper temperature the combustion is nearly perfect; it saves oil by keeping the pistons at just the right "snugness" through maintaining an even heat.

Every car owner should see that his radiator is properly cleaned out at least twice a year.

Aids to Efficiency.

There is no doubt that the use of radiator shutters promotes efficiency in an engine and such a fitting is becoming more commonly employed.

Until comparatively recently the average owner, if he thought of such things as thermostats and radiator shutters at all, was apt to dismiss them as being beyond his means and only suitable for "do luxe" vehicles. Whatever grounds there may have been for this attitude in the past hold good no longer for there are excellent devices to be had now at very low cost.

A good example is Smith's thermostatically-controlled shutter which is entirely automatic in operation and keeps the engine at its most efficient running temperature. Nothing is placed in the water circulation system which can impede the flow, for the control is operated purely by applied heat. The control box is fitted in the rubber hose leading from the radiator tank header and an arm conveys the movement to the shutters.

Less elaborate is the hand-controlled type of shutter. The rotating of a knob by the driver operates the vanes and these can be accurately adjusted to give very efficient results if worked in conjunction with a dashboard thermometer.

Such fittings undoubtedly result in more economical running besides the added pleasure derived from an engine always running at its best.

The Latest Headlights.

Thermostatically-operated radiator shutters and the very latest high-power headlights were among the many interesting features of the two Hillman "Straight-Eights" which Major Segrave took with him to America for every day use during his recent record capturing visit.

The Lucas High-Power Mirror Projector has been produced with a view to giving the best possible driving light without inconveniencing other road users. There are two reflecting surfaces, an optically ground and polished mirror and a parabolic reflector, giving a light which carries a tremendous distance ahead while flooding the width of the road near the car with a more diffused light. A very useful dipping beam device is incorporated. A secondary bulb is fitted behind a special lens in the top half of the reflector and, when the high-power light is switched off this reduced light, thrown downwards, comes into operation giving the same effect as dipping headlights. The control is by a change-over switch on the steering column or dash.

For focussing there is a micrometer device and the mounting of the lamp is by a patent universal adjustable method.

Something Different.

The Hillman Straight Eight, by the way, is now available and, in the energetic hands of Rootes Ltd. who handle the world export of this make, will undoubtedly become well known overseas before long.

Before the manufacturers even decided to put this model into production the first car was subjected to a rigorous road test of no less than 50,000 miles in England and on the Continent so that when it was exhibited at Olympia last autumn it was no experimental model but each minor fault had been traced and eradicated.

The 2½ litre engine will certainly be appreciated by overseas motorists and with its 4-speed gearbox this Hillman can do 50 m.p.h. on 3rd and 70 m.p.h. on top. There will be many who, after trying the car, will concur with "The Autocar's" description of it as "very distinguished." At the same time it must be remembered that the home price for the safety saloon is only £485, at which price it is the least expensive "Straight-Eight" on the home market.

NEW SPEED RULES.

The contest board of the American Automobile Association has submitted a proposal to the International Sport Committee that all speed records from one to 10 miles should be bettered by a minimum of two miles an hour.

TAXES INCREASE.

United States motorists paid \$758,000,000 in motor taxes in 1928, an increase of nearly \$15,000,000 over 1927. This, despite the fact that the tax was cut some \$35,000,000 by the repeal of the federal war excise tax on automobiles.

NATURE'S WONDERS.



BUILD MORE BRIDGES.

Bridge building contracts on hand at present indicate that a mileage of bridges to be constructed during 1929 will exceed combined mileage of the two previous years, according to the American Institute of Steel Construction.

ON ACCIDENTS.

Prof. M. S. Viteles of the University of Pennsylvania has gathered figures which show that three times as many women get into automobile accidents as men. However, the male smashups are bigger and do more damage, he finds.

GASOLINE PALACES.

Of English Design.

Artistically designed gasoline stations are serving Cleveland, O., motorists. Many of the service stations are of English design, of rough stone, stucco and other attractive material. Several of them have been constructed at a cost of \$30,000 each and one is under way now which will cost \$50,000.

NOT SO CROWDED.

Sale of new automobiles in Japan last year totalled only 25,000.



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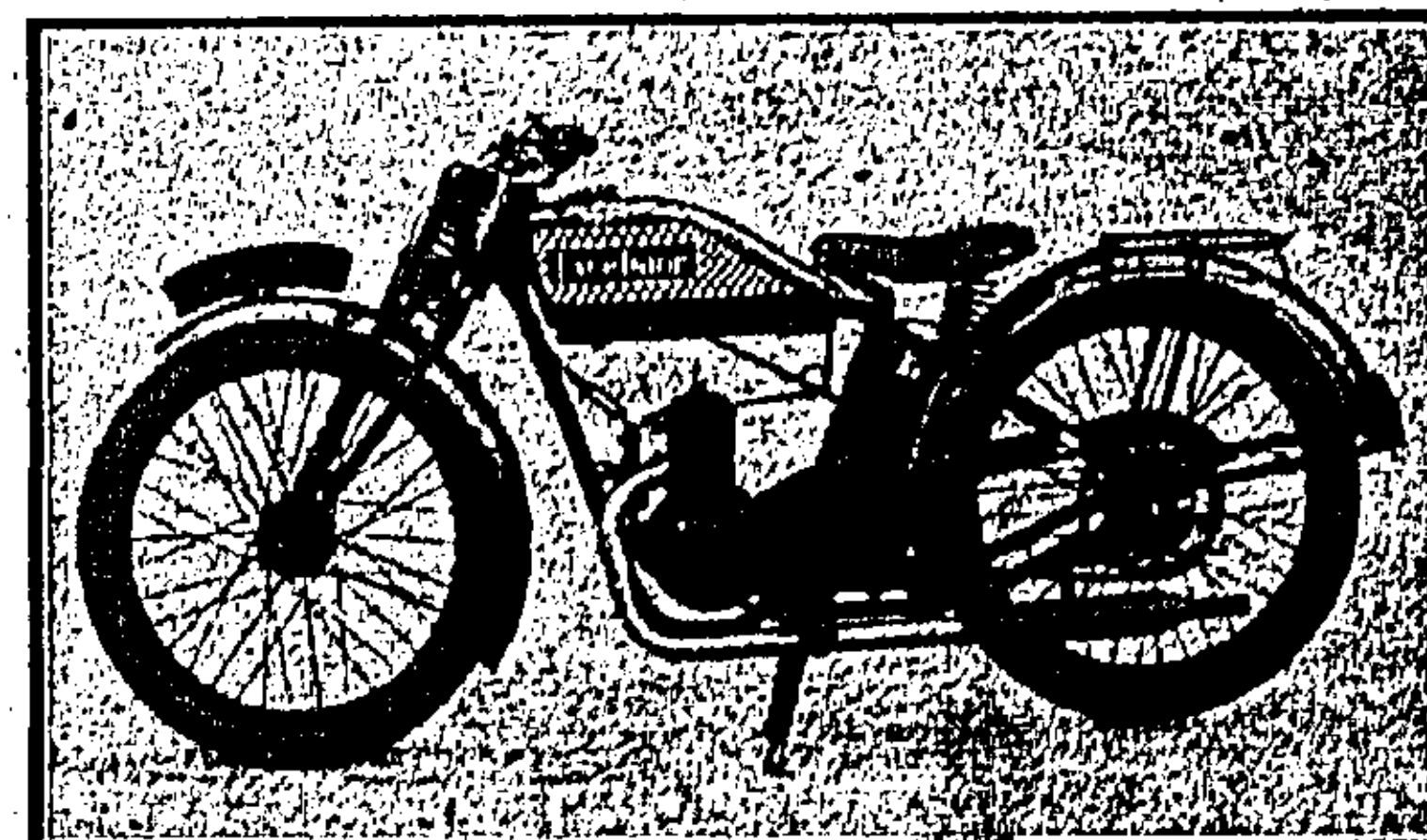
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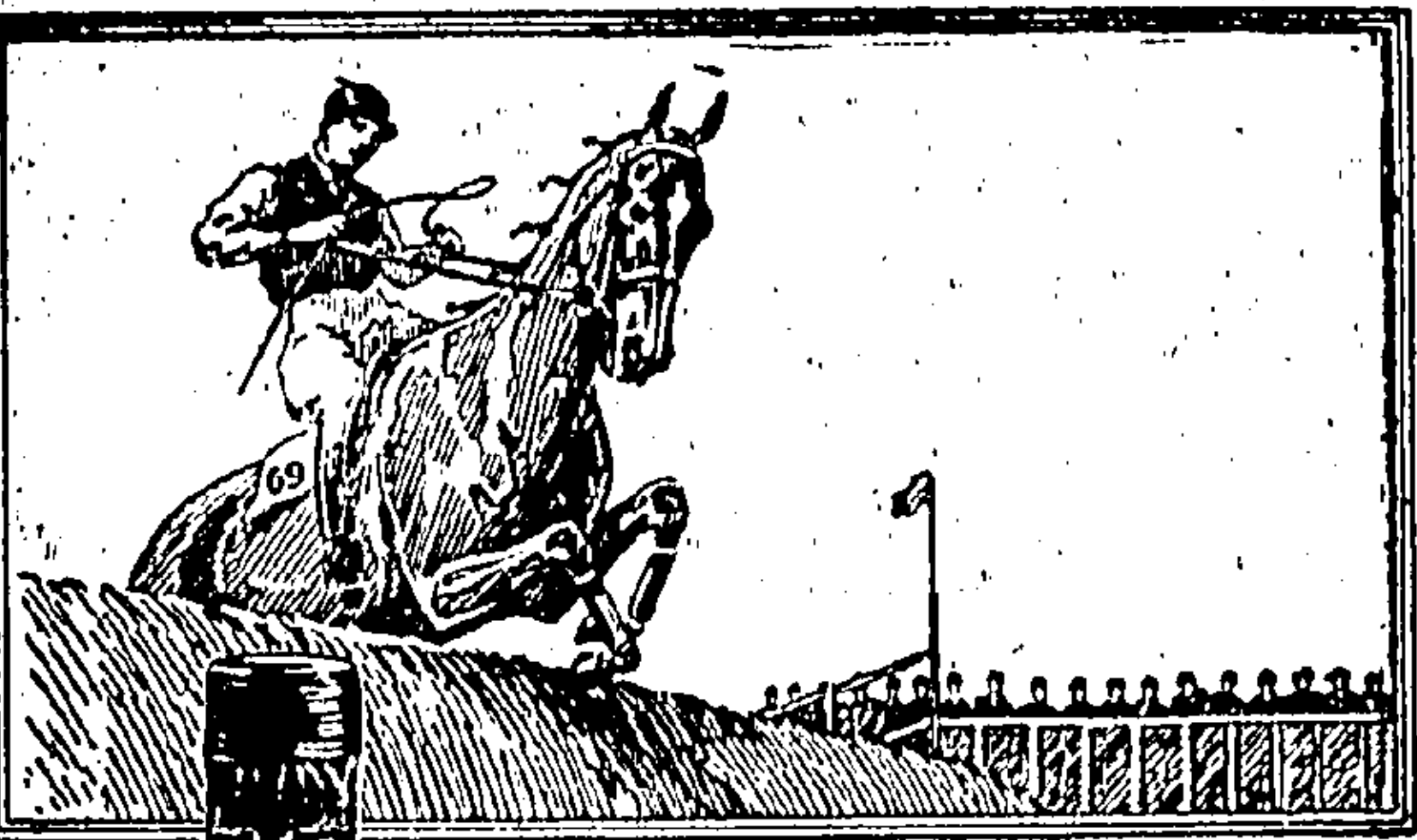
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"Good morning Miss Shoe, you
look positively charming."
"A personal reflection, I assure
you, Mr. Nugget."

APB.

OUR BERLIN LETTER.

A PROPAGANDA DAY FOR GERMAN BOOKS.

Berlin, Apr. 4.

It may seem odd that a special Book Day should have been instituted in the country of "poets and thinkers" but a glance at the statistics of the number of books published annually in the German-speaking countries reveals the fact that the imposing total of over 35,000 new books in 1913 sank to 27,000 in 1928.

The post-war lowered standard of living in Germany, and Austria precludes the enjoyment of a large number of the benefits of culture and civilization and books are unfortunately included. The valuable cultural purposes of propaganda for good books were furthered by a public meeting in the German Reichstag building, at which numerous prominent personalities in official life in Germany were present, aided by the skillful methods of the booksellers in dressing their shops.

It is proposed to repeat this action every year—not only in the German capital but throughout Germany—on the 22nd March, the anniversary of Goethe's death. Numerous good ideas for propaganda were in evidence in the general treatment of Book Day, among others a display of standard works, a survey of the sales of German books abroad and a collection of publications in foreign languages.

Cheap editions were to be seen alongside of books demonstrating the capabilities of the German art of high class bookbinding; Goethe's works—single volumes, biographies and complete editions—were displayed in many shop windows, while others were filled with the successful books of the last twenty-five years.

Book Day proved that, in spite of a certain post-war mental exhaustion, the German people is determined to preserve its cultural possessions; the fact that material sensational happenings still occur was illustrated by the struggle for the manuscript of Goethe's "Correspondence with a Child," which was among the effects of the late Bettina von Arnim, and was recently sold by auction in Berlin. The large sum of almost 60,000 marks was paid for this important memorial of German literature.

Widening the Leipzig Strasse.

The two main problems of all large cities, traffic control and the

provision of housing accommodation, are the main points of the building programme of the administration of the German capital and of a number of clever projects drawn up by Berlin architects.

The post-war economic distress in Germany forcibly restricted building in general to that of the most necessary buildings such as schools, hospitals and the like; but the growth of the population, the expansion of commerce and trade, and the increase of traffic at certain main points render a widening of streets and public squares necessary. The Alexander Platz will be completely rearranged in accordance with city-planning ideas, on the basis of a completion instituted by the municipality, and a start was recently made on the widening of the Leipziger Strasse, one of the main arteries of communication in the business quarter.

This widening between the Spittelmark and the Donhoff Platz, both historically connected with Old Berlin, means sacrificing yet another of the few existing architectural memorials of the time of Frederick the Great. The Spittelmark Colonnades erected during his reign must be demolished, but it is proposed to erect them in one of the city parks.

The frontage line of the neighbouring houses on the south side of the Leipziger Strasse will be set back so that the width of the roadway will be increased by 11 metres. The construction of tall buildings on the site of old houses is planned here, as well as round the Alexander Platz, in order to utilize to the fullest advantage the ground area in the city which is constantly becoming more cramped.

Self Contained Town.

The outer districts of Berlin have already assumed quite a different aspect owing to the erection of a whole series of settlement blocks but this has by no means meant the solution of the housing problem. A vast project for the creation of a new self-contained town with 24,000 inhabitants has consequently caused a great sensation and apparently received such serious consideration that its early realization may be counted upon. This great settlement, with 5,000 dwellings and some homes for unmarried people, is to be erected on an area to the south of Berlin in the midst of a charming landscape and with excellent possibilities for traffic facilities. Houses in blocks with low-rented apartments, detached houses for the family and apartments for the unmarried in high blocks, all surrounded by gardens and lawns and fitted with modern conveniences can be rented or purchased on favourable terms, the leases running for 100 years. A central store, a modern cinema with a theatre stage, a concert hall, grounds for all kinds

of sport, a kindergarten, libraries, and a sanatorium will provide for the moral and physical welfare of the inhabitants of the settlement. A world city in miniature is to act as an antidote to Berlin's housing problem and provide more humane living conditions for thousands who are forced at present to inhabit ill-lit and ill-ventilated tenements.

A Gift from Marquis Okuma.

Marquis Okuma, the son of the former Japanese Premier and publisher of one of the greatest daily papers in Japan, has sent an extraordinarily valuable sword to the German President. This weapon which dates from the 13th century and is one of the family treasures of the old Samurai family of Okuma, is a symbol of the national cultural spirit of Japan and thus a "Sword of Peace." Field Marquis von Hindenburg, whose prestige is due not only to his famous generalship in the Great War but also to his present political activities which he carries out with a high sense of duty, accepted the gift as a token of the friendly feelings of the Japanese people and of their high esteem for German culture. Gratitude and respect, not only towards parents but above all towards teachers, are essential features of the Japanese character. In earlier days General Meckel who assisted in building up the Japanese Army on the Prussian-German model, was the object of Japan's grateful esteem and now, the son of the Japanese statesman who was the leader of the Government of his country at the outbreak of war places the "Sword of Peace" in the hands of the supreme head of the German Reich, a symbolic gesture which meets with deeply felt response not only in Germany and Japan but also in all countries where a lively sense exists of the cultural ties existing between all nations.

As a tribute to Marshal Foch, the French liner Ile de France stopped on a recent outward voyage from Plymouth for one minute, and flowers were cast into the sea by Mrs. John D. Rockefeller (junior).

"We may reasonably expect that within a few weeks the rate of mortality will again be normal," states the British Medical Journal, referring to the influenza epidemic.

STORAGE ADVANTAGES

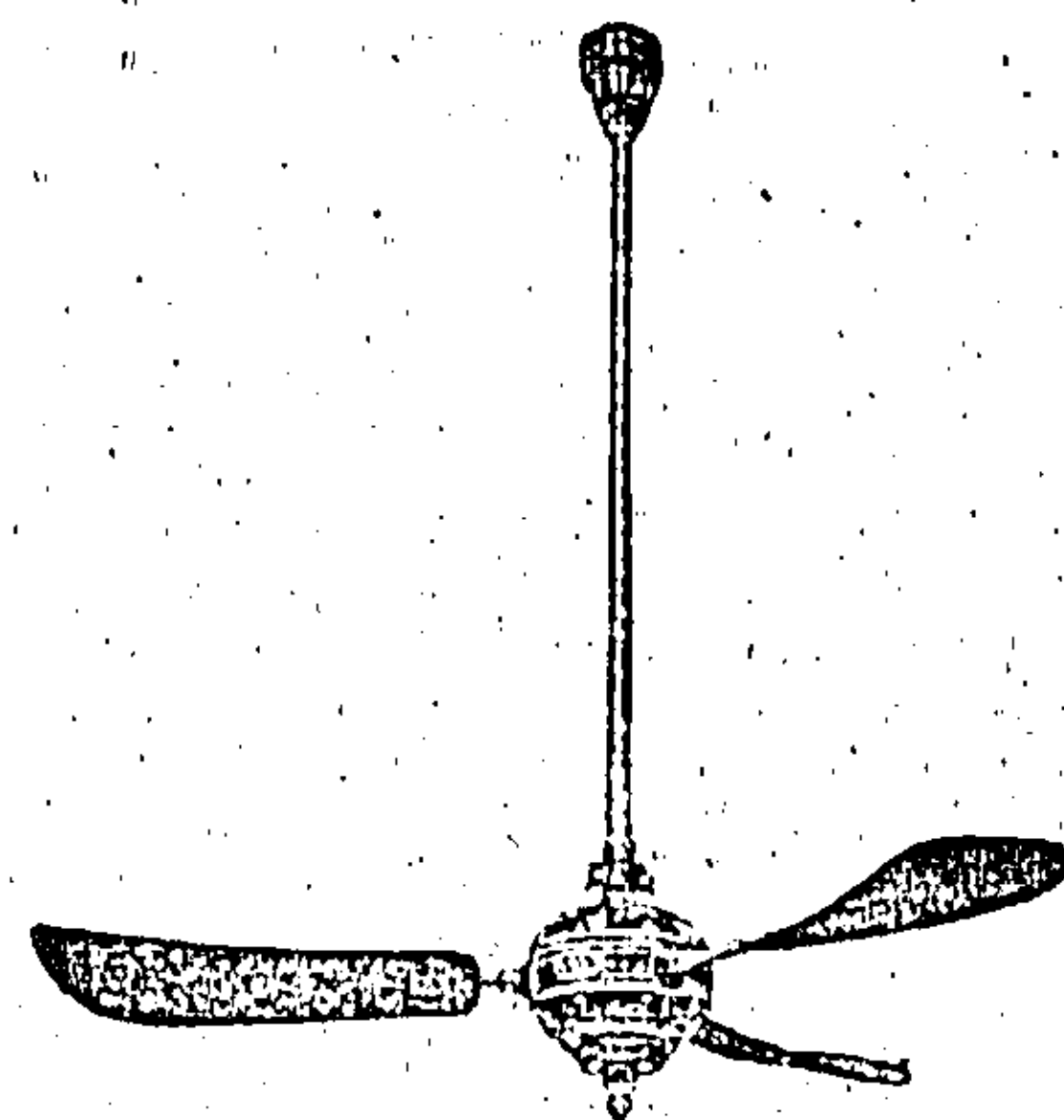
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THE DISARMAMENT PROBLEM.**BRITAIN PREFERS BUDGETARY LIMITATION.****FRENCH DECISION.**

London, May 3. In the Preparatory Disarmament Conference at Geneva today, Lord Cushendun, the chief British delegate, gave his opinion regarding two methods of limitation of war material which had been put forward, namely, direct limitation and budgetary limitation.

He considered that direct limitation was the obvious and ideal method, except that it could not be applied without some form of international control.

Mr. Gibson, the United States delegate, had urged this system, but he did not think the United States could permit an International Commission to investigate its armaments, and he could say the same for England.

With these two countries refusing international control, the direct system of limiting war material became impossible.

Another proposal was that disarmament should be left to the good faith of those concerned. Without something more congenial than good faith, however, he feared international suspicion would only be increased. He then preferred French proposal for budgetary limitation, which, while it was not ideal, he considered a step in the right direction.

The debate was adjourned until to-morrow.—*British Wireless.*

Paris, May 3.

A message from Geneva states that in order to give the disarmament debate a concrete conclusion, the French delegate will announce to-morrow that it will accept in a conciliatory spirit the proposals put forward by Mr. Gibson.—*Havas.*

AN ELEPHANT'S VANISHING TRICK.**LEAP THROUGH TRAP WITH SIX MEN.**

Mary, an elephant, who weighs two and a half tons, is a film star who took part in a carnival that was nearly a tragedy recently.

At the Gainsborough Studios, in Poole-street, Islington, everything was ready for the "shooting" of a scene showing carnival life on the famous Prater fair ground in Vienna.

A circus ring had been erected, and gathered round were ponies, side-shows, actors—and Mary. At a movement from a magician's wand Mary had to disappear from the scene through a trap-door in the middle of the circus.

Mary, however, was in such a hurry to show how nicely she could disappear that she did not wait for the signal.

She leapt forward and disappeared, taking with her four actors who were on her back, her keeper, and her trainer.

All vanished in a cloud of dust. They fell into a brick-built tank, used for water scenes, below the circus ring.

Fortunately, the tank was empty. The keeper just missed falling under the elephant, and the actors suffered from shock.

There was great confusion as Mary and the rest disentangled themselves; a doctor was called to attend to the cast. The "shooting" of the film was suspended for some time to give the performers time to recover.

The leading man's part in "The City of Play" is played by Mr. Lawson Butt, brother of Dame Clara Butt.

COALMAN'S DILEMMA.**MUST HE AND MILKMAN HAVE VAN BOYS?**

On the unusual charge of being at such a distance from his vehicle as not to have control of his horse, a coal cartman was summoned at Greenwich recently.

The police said that the man was in a coal cellar when his horse moved.

Mr. Harris (the magistrate): If there has been an offence here, milkmen who deliver milk should be summoned, when, as often happens, the horse follows them from door to door; every tradesman who has not a van boy, and who delivers goods, should be summoned.

Inspector Markham: This man should have taken some precaution to stop his horse from moving. If a milkman were walking alongside his horse, we could summon him for not holding the reins.

"I daresay I am wrong, but I am going to dismiss this summons," said the magistrate. "For years it has been the rule, 'You shall not leave a horse and cart without chaining the wheel,' but you are not summoned for that."

DERBY DAY BAN ON GYPSIES.**NO CARAVANS ON EPSOM DOWNS.**

Gypsies and other caravan dwellers are not to be allowed in future to camp on Epsom Downs on Derby Day and other Epsom race days.

This decision has been reached partly because the gypsies have been found to be a nuisance, not only on the Downs, but to residents in the vicinity.

The decision is governed by the Law of Property Act 1925, which says that the members of the public shall have the right of access for air and exercise to a metropolitan common, but the right of access shall not include the right to draw any vehicle on to the common or to light a fire thereon. Epsom Downs is a metropolitan common.

Gypsies have been a feature of the Derby scenes ever since the race was first run, and a gypsy encampment at Epsom is the subject of one of the paintings of Mr. Alfred Munnings, widely known for his pictures of horses.

Until a few years ago the gypsies were allowed to place their caravans on the Downs wherever they pleased. In recent years they have had to confine themselves to an allotted site at the back of the grand stand.

The gypsies, who travel to Epsom for the Derby from all parts of the country, will be informed by the police authorities of the neighbourhoods where they live of the decision that has been reached.

It is not expected that it will prevent many from making the annual pilgrimage. They will probably camp on the roadsides and in the woods and lanes, and if they are moved on by the police they will merely seek out some other sequestered spot in the neighbourhood and remain there until Derby Day.

KING SHORTLY TO LEAVE BOGNOR.**VISIT TO LONDON NOW ABANDONED.**

London, May 3. It is now stated that H.M. the King will leave Craigwell House, Bognor, for Windsor Castle on May 17. The journey will be made by motorcar during the morning, Windsor being reached in time for luncheon.

The Court will remain at Windsor Castle for about a month, going from there to Sandringham House, Norfolk.

A plan had been under consideration for the King to proceed first to Buckingham Palace to give people of London a chance to greet him. This has been abandoned because of the fatigue it would involve for the King.—*British Wireless.*

SEQUEL TO STABBING OF DETECTIVE.**TWO MEN BEFORE KOWLOON COURT.**

A sequel to the incident in Canton Road, when a Chinese detective was wounded by being stabbed in the hip, was the appearance before Mr. T. S. Whyte Smith at the Kowloon Magistracy to-day of two men who were arrested in connexion with the affair.

One of the defendants was charged with wounding the detective, while the other was accused of assaulting a second officer in an attempt to prevent the arrest of the first defendant.

Detective Inspector Fallon conducted the case for the prosecution and applied for a week's formal remand, the defendants being remanded till next Saturday.

Bail was refused in the case of the first defendant, but the second defendant was allowed \$100 bail.

CHINESE PROVINCIAL GOVERNMENTS.**STATE COUNCIL APPOINTS CHAIRMEN.**

Nanking, May 3. The State Council has appointed Chen Tiao-yuan as acting Chairman of the Shantung Provincial Government, Feng Chen-wu as acting Chairman of the Anhui Provincial Government, and Ho-Chen-chun as Chairman of the Hupeh Provincial Government.

The National Government has issued a Mandate appointing Chen Tiao-yuan to take over the Tsinnan-Tsingtao-Shantung Railway, placing all the troops in Shantung under his control.—*Reuter.*

Sites of four mansions in Portland-place and houses in Weymouth-street have been acquired by the Royal Institute of British Architects for new headquarters.

THE PEAK WATER SUPPLY.**GOVERNMENT ORDERS NO DISCRIMINATION.**

Following our comment yesterday in regard to a full supply of water being available on the Peak whilst other districts are restricted, the following memo has been issued by the Public Works Department:

"The Peak has already been partially restricted. It is not possible to introduce full restrictions at once throughout the Peak Districts owing to the great difference in levels of the houses and the complicated nature of the system.

"Further restrictions are gradually being introduced, but owing to the difficulties above referred to, two or three days must elapse before the complete scheme can be introduced, which must operate at different hours to the rest of Hongkong.

"Government has instructed that no discriminations in the matter of restrictions should exist."

"LA BOHEME."**ANOTHER TRIUMPH FOR OPERA COMPANY.**

Another triumph was secured by the members of the Italian Grand Opera Company with their presentation of "La Boheme" at the Star Theatre last night. Throughout the evening was of a high order, the solos and duets being particularly worthy of praise. This piece is adapted from Mürger's "La Vie Boheme" by Puccini and unfolds a simple story of love in a sympathetic manner.

The four principal characters, the inseparable quartette, were taken by Sig. Giletti (Rodolfo), Sig. Casarosa (Marcello), Sig. Mucceri (Colline), and Sig. Contini (Schaunard), all of whom deserve the greatest credit. Sig. Giletti made a great impression with his solo renderings, his rich and powerful voice filling the theatre. Mlle Ferrari made a big success of her role as Mimì, singing with a wistfulness thoroughly in keeping with the part, while Mlle. Cell made a vivacious Musetta and sang delightfully. To-night the company will present "Aida."

"WANTED" BY CANTON GOVERNMENT.**PIRACY AND KIDNAPPING ALLEGED.**

An application for the extradition of Chan Tim, wanted by the Canton authorities on charges of piracy and kidnapping, arising from an outrage committed on the "Shun Lee" tow-boat, running between Shui Hing and Kongmoon on September 24, 1926, came before Mr. E. W. Hamilton at the Central Police Court this morning. Chief Detective Inspector Reynolds informed the Court that the necessary documents are shortly expected from Canton.

His Worship adjourned the case for a week, stating that the fugitive was under arrest on a provisional warrant.

COME TO BRITAIN MOVEMENT.**PROGRAMME OF TOURS SENT TO AMERICA.**

The campaign to attract tourists, especially Americans and Canadians, to Britain in this year being carried on with increased vigour in America.

The complaint in the past has been that, while there are as many, and more, good reasons for spending a holiday there as on the Continent, little effort has been made to bring them to the attention of potential tourists, who have consequently decided in favour of France, or Italy, or Germany.

This year, however, the British Railway Companies are giving them an opportunity of considering the advantages of Britain by circulating through America and Canada a pamphlet in which details are given of some 200 tours at reduced fares in England, Scotland, Wales, and Ireland, designed "to cover all that is best in the country from the historic, romantic, or scenic points of view."

Thus people who come to Europe this summer and fail to visit Britain will not be able to put forward the excuse that nothing was done to attract them.

The list of tours is varied and inclusive. The first embraces Oxford, Stratford-on-Avon, and Leamington, and the last extends to the South of Ireland. Between the near and the more remote fields districts are covered as different as the Lakes and the Cathedral cities, the country of Scott and of Dickens.

Rail, Road and Steamer.

Some of the tours comprise journeys by rail, road, and steamer, such as No. 21, which covers Coventry, Windermere, Carlisle, Glasgow, Edinburgh, and Loch Lomond. There are others which go as far afield, but stop at a lesser number of places.

On the other hand, for the more leisurely type of sightseer, there is a different sort of tour, such as the one of East Anglia and the North-East Coast, where descent can be made at no fewer than 26 different stations.

Norfolk, of course, has long been famed for the amenities its railways offer in this respect, not only to Americans but in the native population, so that tourists will enjoy the additional satisfaction of knowing they are seeing the country as it is.

Besides the good effect which the circulation of this programme in America and Canada is expected to have in inducing tourists to visit Britain, the Railway Companies are making a further effort to attract them by publishing a "British Railways Newsletter."

This contains much useful information for potential sightseers, and valuable hints for facing such practical problems as the booking of seats and forwarding of luggage, as well as for securing what are referred to as "travel bargains," which include cheap-day and week-end tickets, and period excursions. A programme of the chief social and sporting events of the season is also given.

Sir Samuel Hoare, Secretary of State for Air, has appointed Mr. R. A. Butler to be his assistant private secretary.

The Very Idea!

If you borrow a book and the baby upsets the milk bottle over it what should you do about it, return the book in its milky condition, buy a new book, forget to return it, or what? Questions somewhat like this were recently put to 177 children in various junior high schools and 169 teachers, aged from 20 to 57, by a certain professor in Teachers College of Columbia University.

The professor sadly admitted that results proved that since teachers themselves cannot agree as to standards of moral conduct, how can they be expected to guide children along these lines and more than they might be expected to teach spelling if they themselves could not spell.

And yet it seems rather funny that the professor even expected agreement on a matter of moral viewpoint; after all, such a viewpoint is always a definite result of individual experience, and why one should agree with another is beyond us.

"Sandy Gordon was getting married, and as the wedding day drew near he began to find that it was costing him more than he bargained for, so he asked a croup what the minister charged for officiating at the ceremony. His friend replied: 'Well, Sandy, after I got married I asked the minister: 'How much am I due for that?' 'Oh,' he replied 'just what you think she is worth.' So I handed him a shilling.' 'You're far too generous,' said he, and handed me back a sixpence. 'And I've ken, Sandy, he was right!'

If Shakespeare came to London, Some old creed might be shaken;

Some famous doings undone; Some critics points mistaken. Where would we hide, If Shakespeare cried, 'I've come to say I'm Bacon'?"

Mr. Justice Shearman, in the King's Bench Division: I do not like to pretend judicial ignorance, but I really know nothing about kettles, so it is no use handing one to me.

Willesden woman: The landlady complained about the piano and I said, "Which is the worse, you carrying on with a man for seven months or me playing the piano for a paltry two hours?"

Woman at Thames Court: My son is mentally deficient; he has got married.

Mr. Cairns, the magistrate: Mentally deficient—got married—probably he is.

Woman at Highgate: When she slapped my face I didn't know what to do, but I saw a man who could give evidence for me and so I decided to summons her and not hit her.

Old Desmazieux was drinking his coffee in Slaughter's Coffee House when two strangers came in, and began a warm dispute about some subject of literature. One of them was very polite and moderate, for he had reason on his side; the other was rude and violent, for he was wrong.

After some time, the moderate man, unable to bear the violence of his adversary any longer, left the room.

Scarcely was he gone before the furious champion, flushed with victory, turned about to Desmazieux, and said:—"Well, sir, don't you think I have mauled my antagonist finely?"

"Yes, sir," replied the old man, "that you have, and if ever I should fight the Philistines I should wish to make use of your jawbone."

To-day's Ghost Story—"Some years ago, when I was at Marlborough College, Wiltshire, I was in a small dormitory in B. House, overlooking the church and High-street. One night, about 11 p.m., I heard a horse galloping at an astonishing rate down the road to the River Kennet. The noise suddenly ceased, and I remarked, 'By Jove! That fellow was shifting.' Someone said, 'Oh! I expect it was the King's Messenger.'"

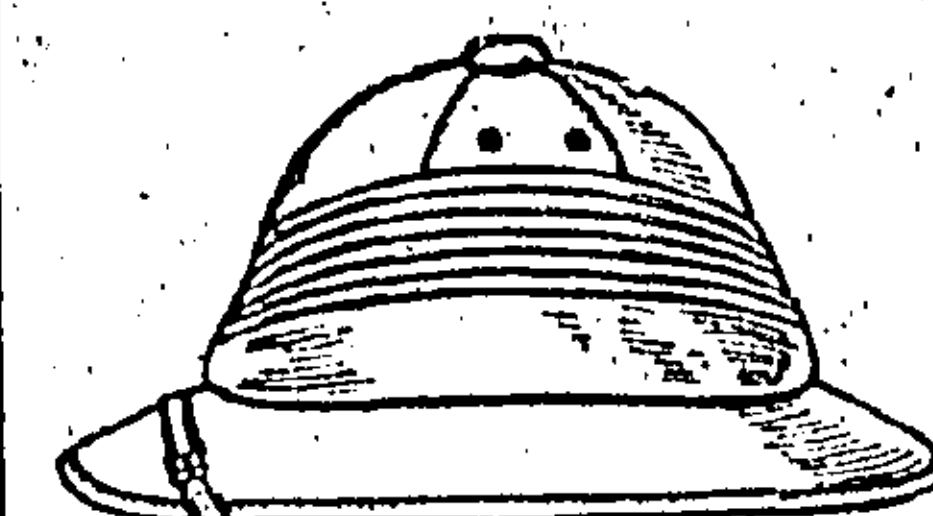
"The legend, which I had not previously heard, is that a messenger of King Charles was shot on the bridge (now called Ducks Bridge) when bearing despatches, on the Bath-London road, which in those days went this way, whereas the present main road goes through the Marlborough High-street.

I decided to listen for a recurrence of this mad gallop, and some nights later the same thing happened. This time there was no doubt about there being something strange about it, for there was a horse and cart passing at the same time. The latter gradually got fainter in the distance, whereas the hoofbeats of the King's Messenger disappeared suddenly, when they reached the bridge."

The Royal Marines at Plymouth recently celebrated the anniversary of the Battle of Copenhagen by a special parade and the sounding of a fanfare on silver bugles.

POWELLS

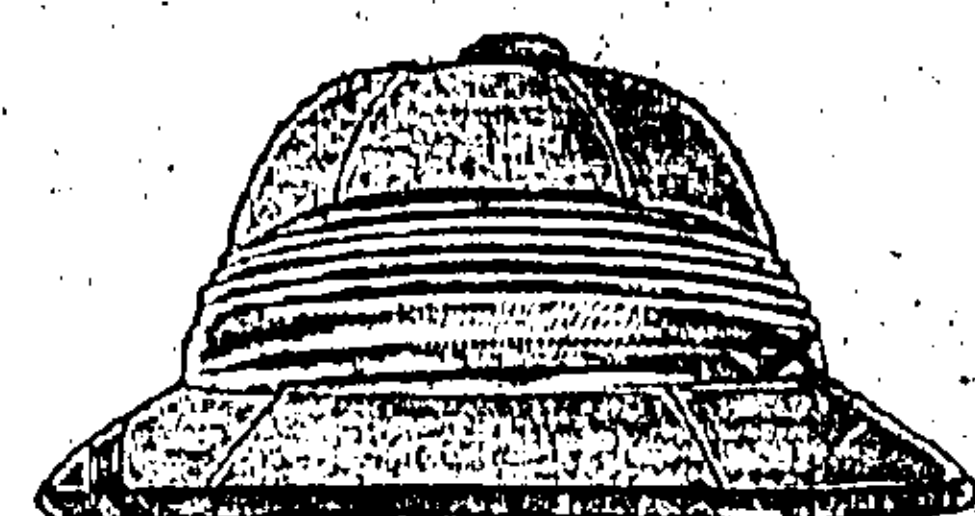
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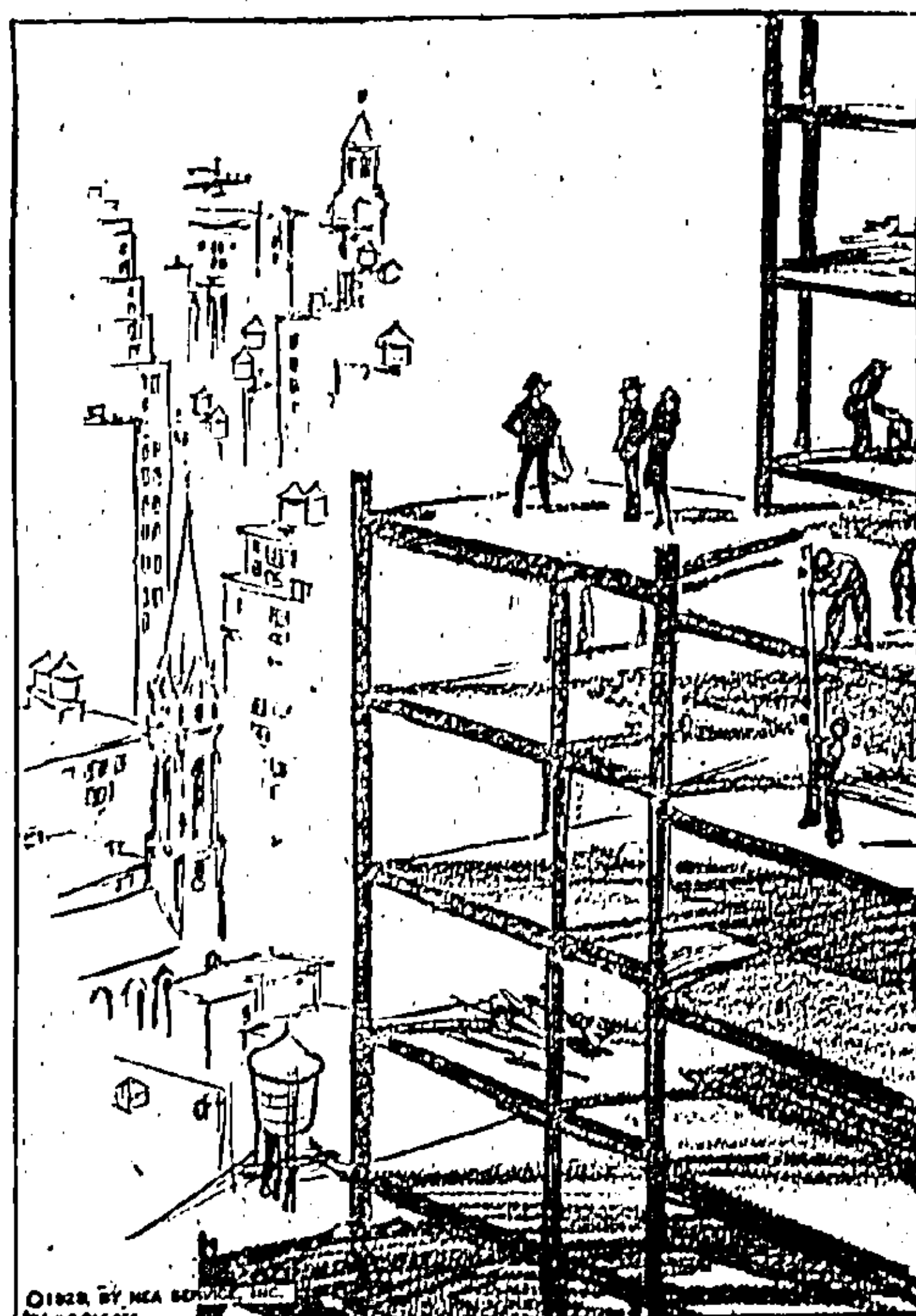
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5,000 ON STRIKE AT
AUSTIN WORKS.COMPANY'S THREAT TO
CLOSE.

Birmingham, Mar. 26.
A strike of 5,000 hands, which threatens to affect several thousands more, is in progress at the works of the Austin Motor Company at Longbridge, Birmingham.

The dispute is over a system of re-grading, by which the men allege that certain wage cuts are being made.

The Engineering and Allied Employers' Association issued a statement to-night declaring that the strike is unofficial and that none of the Trade Unions is associated with it.

"It is understood," says the statement, "that at a mass meeting to-day the Trade Unions and their officials were repudiated. Until the men have resumed work it is impossible for the company to negotiate."

The company have posted a notice stating that unless work is resumed in the morning and a constitutional position reverted to they will have no alternative but to close the works until April 3.

MILITARY SPORTS.

CHINA COMMAND HOLD
ATHLETIC MEETING.

The Athletic Meeting of the China Command was commenced yesterday on the Garrison Ground at Yokohama and will be continued to-day when the finals will be run off, the first race starting at 3 p.m.

Competitors were drawn from the five regiments stationed in Hongkong, there being a great number of entrants for every race. There were five heats yesterday while the 3-Mile was completed, a member of the Hongkong and Singapore Brigade, R.A., winning this gruelling event in the fast time of 15 mins. 54 secs.

The Tug-of-war was another interesting event in yesterday's heats, resulting in the K.O.S.B. and the R.A. teams entering the final. Only six will compete in to-day's finals of the Pole Jump and the High Jump, the others having fallen off in the course of yesterday's trials.

By kind permission of Lt. Colonel L. J. Comyn, C.M.G., D.S.O. and Officers, the Band of the 2nd Battalion, the King's Own Scottish Borderers will play this afternoon.

THE ONE THOUSAND.

OUTSIDER WINS THE EVENT
AT NEWMARKET.

London, May 3.
The One Thousand Guineas, run at Newmarket over one mile, resulted as follows:

Falmah	1
Sister Anne	2
Ellen Vale	3

Nineteen ran, the race being won by three-quarters of a length, with a short head between second and third. Betting was 33 to 1 the winner, 5 to 2 the second horse and 20 to 1 the third horse.—Reuter.

TRANSATLANTIC -
TRAVEL.DECLINE IN FIRST CLASS
PASSENGERS.

Liverpool, Apr. 3.
Sir Thomas Royden, Chairman of the Cunard Line, at the annual meeting of shareholders dealt with matters affecting Transatlantic travel.

It was a curious fact, he remarked, that the number of passengers crossing the Atlantic in the first-class accommodation had never recovered the pre-war level. One would have expected that, having regard to the immensely increased prosperity of the United States and the wide diffusion of wealth in that country, there would be, at least, a corresponding increase in the number of travellers in the more luxurious and expensive accommodation. Although ten years had now passed since the end of the war, there was still no expansion in that particular section of the company's business.

On the other hand, the third-class tourist travel had materially increased, and to meet requirements in that direction the company had expended large amounts in making provision for the necessary accommodation.

Payment for Mails.

Referring to the fact that a fresh agreement had been completed with the company and approved by Parliament for the carriage of mails between this country and the United States for a further term of five years at an increased remuneration, on account of the quantities carried, Sir Thomas Royden pointed out: "It is not without interest to observe that under the Jones White Act, the new American law which came into operation last year, American flag companies which have been given contracts for carrying mails by their Government receive a remuneration based upon speed and mileage which has been estimated at not less than three times that which the British Government pay to contract British lines for the carriage of Westbound mails."

Curiosity had been aroused as to whether the Chairman of the Cunard Company would make any special statement at the meeting with regard to new tonnage. For the moment, however, Sir Thomas Royden said that there was nothing of a definite character to state, beyond the fact that the subject was engaging the serious attention of the Board, which had certainly no intention of departing from the long-established policy of building vessels of the highest class when, in its judgment, the conditions of its business demanded them.

Handicap of the Visa.

Dealing with the efforts of the Travel Association of Great Britain and Northern Ireland to give prominence to the claims of this country as a holiday resort, Sir Thomas Royden stated that the

£2,000 A YEAR SETTLED
ON MARIE LOHR.PROTECTING A HUSBAND
AGAINST HIMSELF.

A new proposal regarding financial provision to be made to Miss Marie Lohr, by Mr. Anthony L. Prinsep, whom she divorced, was agreed to in the Divorce Court recently.

The proposal was to settle on Miss Lohr and her child a portion of property amounting to £105,000, given by Mrs. Prinsep to her son. The portion produced £2,000 a year. The objection of the trustees was that a large sum would be handed to Mr. Prinsep to do what he liked with, whereas the primary object of the settlement was to protect him against himself.

Mr. Justice Hill approved of the proposal, and as to the rest of the funds he thought that the proper course would be to release only part of them to Mr. Prinsep, and to re-settle the remainder so as to carry out the original intentions of the settlements.

Sir Thomas Hughes, K.C., for Mr. Prinsep said that his client was now on his way home from abroad, and when he arrived they would carry out the judge's suggestion.

Cunard Line was taking an active part in work of the Association, representing the shipping industry on the Committee which had the matter in hand.

He emphasised the fact that, while one Department of the Government was officially supporting the organisation, another Department was, in his judgment, placing a distinct handicap on the full developments of the movement in its attitude in respect of passports.

The Government, he pointed out, was still insisting that American passengers coming to visit this country must have their passports visased at a cost of about £2, although many European countries, including Germany, Switzerland, Italy, Belgium and Denmark had abolished the imposition.

Replying to the criticism offered from American quarters because the Cunard put on a weekly passenger service between New York and Havana, Sir Thomas Royden explained that the step was not taken without careful consideration, and was due to the belief that increased passenger travel to Cuba, particularly in the winter season, demanded greater transport facilities. There had been no cutting of rates on the part of the Cunard Company, and he maintained that the fact of their steamers being so largely used in spite of their rates being 30 per cent. over those of competitors was strong justification of the action.

Sir Thomas Royden alluded to the possibilities of greater expansion in migration from Britain to Canada, and explained the co-operation taking place between the Canadian and British Governments and British steamship lines for conveying settlers to Canada at low fares.

CITY HALL

TUESDAY, 7th May, 1929
at 9.15 p.m.

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"And You'll Wonder How You Ever Got Along Without—"

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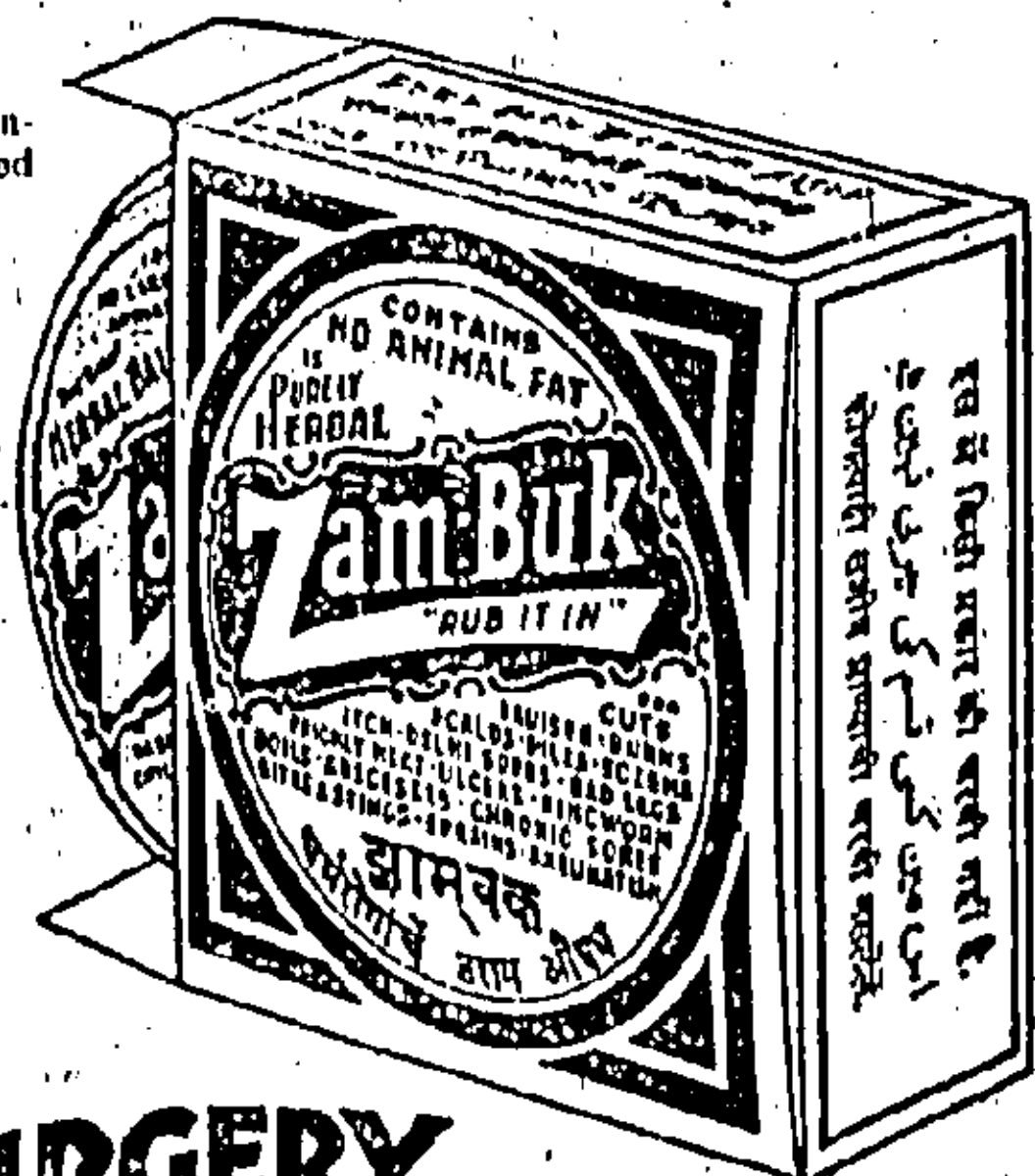
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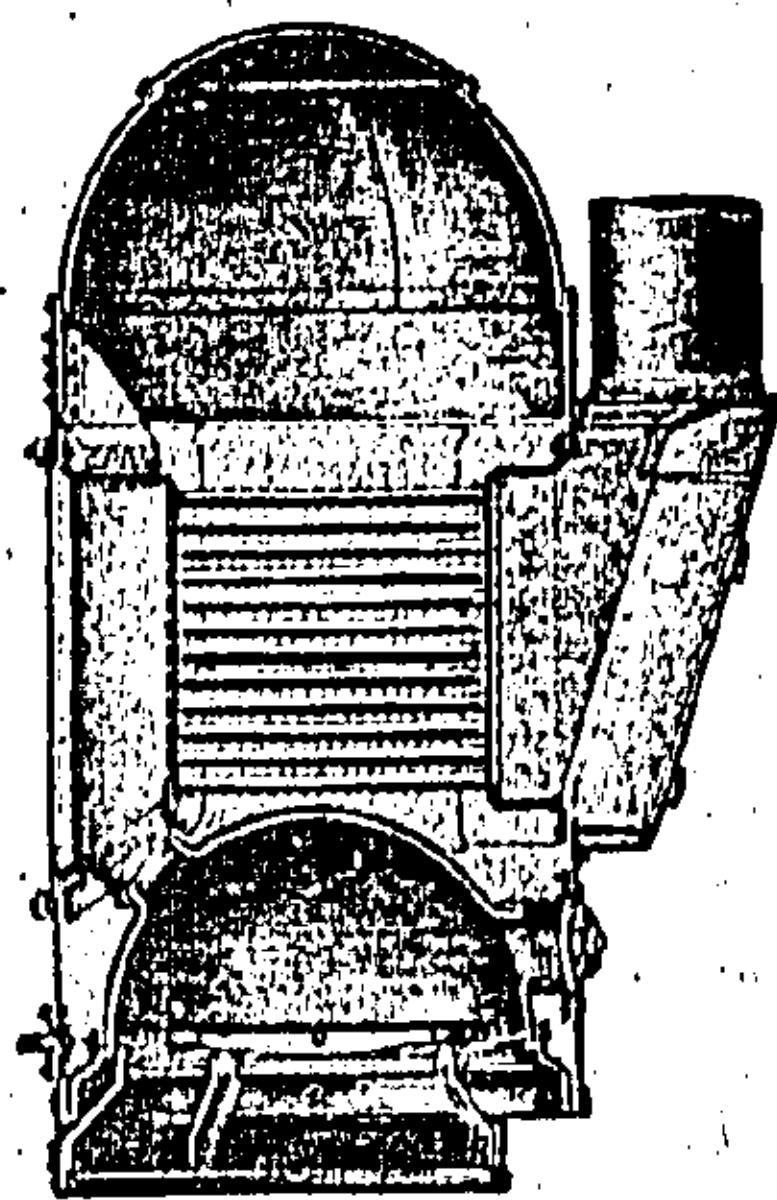
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Hong Kong, 29th April, 1929.

MR. LLOYD GEORGE HITS OFF

"GIBES, SNEERS, AND SNARLS."

Mr. Lloyd George completed a three-days' tour of his constituency by addressing a big meeting at Llanfairfechan recently. He took the opportunity to reply to Lord Melchett's recent criticism of his unemployment proposals.

"An attack has been made upon me by an eminent aristocratic Conservative, Lord Melchett, formerly known as Sir Alfred Mond," he said. "All I can say about it is that in his personal attack he excelled at least in vulgarity."

Mr. Lloyd George was proceeding, when a voice interrupted, "Why did you quarrel with him?"

The Liberal leader retorted, "He quarrelled with me, and I ask myself, 'Why did he quarrel with me?' I was the first man to give him office. He had been in the House of Commons under three administrations, but not one of them offered him the post even of a door-keeper. I can assure my friend from my knowledge of Sir Alfred Mond that it was not for any lack of push on his part. (Laughter and cheers.) I promoted him to high office, and I was the first to do so. So, I ask, why did he quarrel with me?"

Lord Melchett's "Promotion."

Mr. Lloyd George added that he promoted Lord Melchett in spite of very serious protests from his own supporters.

"Quite frankly, he was loathed by the Conservatives, and Liberals, knowing him better, liked him even less. (Laughter and cheers.) I received serious protest against that appointment, but I promoted him to even higher office, and when he was out of Parliament I took special steps in helping to find him a seat; in fact I pulled him by the tail, in spite of the heavy weight of prejudice against him, from one office to the other until the tail came off in my hand. (Laughter.)"

"I am answering the question put by my friend, but in case you should be unhappy about it, let me tell you that the Conservatives clapped another tail on. It was not the one he expected, but it was a glittering one."

"This year the Conservative Government carried through a great financial proposal which, while it has left shopkeepers, lodging-house keepers, and cottagers without anything, has given £600,000 a year to the concerns that Lord Melchett is presiding over."

"No wonder he got up in the House of Lords, and said it was the most statesmanlike proposal that had ever been submitted. There was really no reason why he should have quarrelled with me; there is no reason now, because the schemes he is proposing are included in the very recommendations we are making. The only difference is that we made them months before he proposed them."

Important Proposals.

Mr. Lloyd George entered into a detailed comparison of the Melchett-Turner report and the Liberal Party's proposal.

"In the Melchett-Turner report," he said, "Lord Melchett proposes export credit and trade facilities. Those two not merely did I propose in 1921, but I carried them through. He proposes that the export trade and facilities plan which I initiated should be extended. So do I. His next proposal is a great development fund to develop the resources of this country. I set that up in 1909, and it was opposed by Lord Melchett's present friends, who were then his foes. (Laughter.) He proposes that the Development Fund should be larger. So do I. He then proposes that the recommendations of the Geneva Conference in 1922 should be carried out. I was the principal British delegate at that conference. I do not think it is too great a boast on my part to say that I do not believe there would have been a Geneva Conference had it not been that I had urged and pressed for it."

"Seven years after the event Lord Melchett said: 'Why were not those admirable recommendations carried out?' Here is a Daniel come to judgment. (Laughter and cheers.) Lord Melchett proposes great constructional schemes, roads, and drainage. These are all schemes included in this plan which he abuses me for putting forward."

"Lord Melchett says, 'You are taking money away from the market.' I know what that means, but in his recommendations he proposes a loan for settling people across the seas and helping to develop the Dominions. He would borrow to develop the Dominions, but will not borrow to develop the resources of his own country. That is the only difference between him and me, as far as I can see. I propose that upon the basis of the Road Fund you should raise considerable sums of money for reconstructing the whole of the road system of the country. I believe

FALSE PROPAGANDA BY LIBERALS.

SAFEGUARDING PAMPHLET PUT TO THE TEST.

In spite of the spring drought, the stream of political propaganda leaflets is in spate.

Being one of the new voters, so ardently wooed by every party, my rooms are a dumping ground for such literature says a woman writer in the Morning Post.

On the Liberal flood has come a leaflet, from which I learn that safeguarding has "raised the cost of living." I was deeply interested, though I disliked the "get-up" of the leaflet, illustrating six greyish looking articles on a background of cerise. At the same time I was puzzled, as the prices given were far higher under safeguarding than before its operation.

Shop Prices.

The articles illustrated were fabric gloves, a cup and saucer, an enamelled saucepan, a jug, scissors, and an Italian alarm clock. The supposed prices of each were given before and after safeguarding.

I set out on a shopping tour with intent to "buy British," as I don't care for Italian alarm clocks or German gloves. I went to a big working-class neighbourhood. My observations convinced me that the retail prices of the foreign goods had not risen either in gloves, alarm clocks, scissors or enamelled pans.

I secured a pair of excellent "Duplex" fabric gloves, English-made, for 2s. against the Liberal leaflet price of 1s. 11½d. before, and 2s. 11½d. after safeguarding. My second purchase was a British-made "Stanley Ware" fireproof enamelled saucepan at 1s. 6d. The leaflet prices for this were 1s. 10d. before and 2s. 3d. after safeguarding.

In a little shop I secured the jolliest little English china jug for 6½d., against the leaflet price of 9d. and 1s. 3d., and a best quality English translucent china cup and saucer for 9d.—a half-penny under the after-safeguarding price of the leaflet—with a cheaper one in English pottery for 4½d.

British Goods not Pushed.

I could not trace that Italian alarm clock "of a kind never made at all in Great Britain." I tried at many big firms, but all told me they had never had anything so cheap as 1s. 11½d. (now 2s. 11½d. on account of the tax). I did learn that the safeguarding duties had not increased the retail prices of foreign alarm clocks. In fact I ascertained that the cheapest clock—a French make—had come down from 2s. 11d. to 2s. 6d., and that the German "Globe" clock is as cheap now at 3s. 6d. as ever it has been since the war. The same thing applies to the scissors at 1s. a pair. They are not made in England, and there has been no rise in price on account of the duties.

One discouraging fact I did find concerning gloves and stockings—that the large retail stores have enormous quantities of cheap fabric gloves and hosiery of foreign manufacture, and their assistants seem to have no knowledge of the British articles which are now so largely being made to compete with them.

that charity begins at home. (Cheers.)

Suggest Something Better.

"Let me say to Lord Melchett and his friends that they ought to judge these schemes on their merits. If there are difficulties let them point them out. But they have the bigger duty of suggesting something better. I have seen nothing of the kind up to the present."

"If you drowned me to-morrow in one of Lord Melchett's chemical vats unemployment would still remain. The duty of suggesting a remedy would still be there."

Mr. Lloyd George repeated his plea, and declared that he stood by every word of it. Unemployment, he said, must be dealt with courageously, fearlessly, and promptly. At the next election there would be three choices. One was "Leave it alone; let it rot and canker." That was the Tory remedy. Beyond that the country would have to choose between the wild and ill-digested proposals which were put forward by Socialism and the well-thought-out solution submitted by the Liberal Party.

"Our opponents have met that solution with jeers and gibes, and I am sorry to say, with torrents of abuse. I do not mind abuse. I am so accustomed to it that I could really rather enjoy it. I can take in controversy and give in controversy. No one appreciates a really good and effective score at his own expense more than I do on its merits."

What he did despise, he added, was silly abuse, unadorned and unredeemed by one sparkle of wit. Mr. Lloyd George said that of the experts who took part in the compilation of the Liberal Party's proposals three were men whom the present Government had not merely consulted on financial and economic subjects, but had chosen to discharge difficult financial and economic missions with which the Government was confronted.

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MURDER RECALLED.

SOLDIERS ESCORT BODY OF MISSIONARY.

Peking May 3.
The Rev. Mr. Buzzell, a Seventh Day Adventist, of Kwiyang, telegraphed that the body of Rev. Mr. S. K. Smith arrived at Kwiyang eleven days after his murder, being escorted by soldiers part of the way.

Mr. Buzzell adds that he has no information that the authorities are taking steps to apprehend the murderers.—*Reuter*.

[A message of April 16 stated: The Seventh Day Adventist Mission at Kwiyang reports receiving despatches from Huangtsaopa in the South West corner of Kwelchow, that the American missionary, Rev. Herbert K. Smith, has been killed. Details regarding the circumstances are lacking. The United States Consul at Hankow is making investigations. Mr. Smith was on an evangelistic tour of the province from Kwiyang.]

GENERAL ELECTION.

MANY WOMEN CANDIDATES ENTER THE LISTS.

London, May 3.
Sixty-four women candidates will contest sixty-three seats at the General Election, comprising 28 Labour, 25 Liberal and 8 Conservative, the newcomers including the Labourite, Lady Cynthia Mosely (Stoke-on-Trent) and the Liberal, Miss Megan Lloyd George (Anglesey).

"Other parties" are represented by the Communists, Mrs. Isabel Brown and Miss Helen Crawford (both for Lancashire constituencies), and the Independent, Miss Eleanor Rathbone (English Combined Universities).

Women will cross swords at Bothwell, Lanarkshire, namely Miss Helen Crawford (Communist) and Mrs. Helen Shaw (Conservative).—*Reuter*.

LETTER GOLF.

There's some HARM connected with every RISK, to-day's letter golf puzzle proves. The two are separated by just five jumps.

R	I	S	K
H	A	R	M

1—The idea of letter golf is to change one word to another and do it in part, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

AMERICAN TORNADO.

Richmond, Va., May 3.
It is now stated that nineteen children were killed and over a hundred injured in the tornado at Rye Cove School.—*Reuter's American Service*.

Mexico Affected.

Mexico City, May 3.

A hurricane has swept the coast of the Gulf of Mexico, wrecking buildings and plantations and leaving a trail of ruin from Tampico to Vera Cruz.—*Reuter's American Service*.

ARMED ROBBERY.

SEVERAL SUSPECTS ARRESTED BY THE POLICE.

Working on information received the Police yesterday morning arrested four suspects believed to be of the gang which carried out an armed robbery on Wednesday evening in the servants' quarters of No. 1, Armand Building, Kowloon the residence of Mrs. D. Harvey.

It was stated last night that the arrests were made in a floor at Upper Lascar Row, a woman who was found living on the floor being also taken into custody.

A portion of the jewellery and other property stolen during the robbery from two amahs, after they had been bound and gagged, is stated to have also been recovered on the floor.

THE DUNLOP COMPANY

REDUCTION IN PROFIT EXPLAINED BY CHAIRMAN.

London, May 3.
Sir Eric Geddes, presiding at the annual meeting of the Dunlop Rubber Company, Limited, in London, attributed the £1,700,000 reduction in the company's profits solely to the Government's abolition of restriction without giving adequate notice; but as the profits of twelve American companies had fallen by ninety-six per cent. the Dunlop position compares favourably with the industry generally.

He added that the future was bright. Their factories were working more efficiently and their plantations were producing more cheaply than ever before. The under-taking had never been healthier.—*Reuter*.

Nanking, May 3.

The Chinese naval forces stationed at various ports in western Hupeh have been ordered to withdraw, as their presence is no longer deemed necessary.—*Reuter*.

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"AENEAS" 11th June M'les, London, R'dam & G'gow

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"GLAUCUS" 3rd June Genoa, Havre, L'pool & G'gow
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TAIPING	7th May	14th May
CHANGTE	11th June	18th June
TAIPING	9th July	16th July
CHANGTE		

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COPENHAGEN.

The Motor Vessel.

"MALAYA"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godown and goods remaining undelivered after the 8th May, 1929, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson and Ashie on the 6th May, 1929, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 11th May, 1929, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by

JOHN MANNERS & CO., LTD., Agents.

Hongkong, 1st May, 1929.

AMERICAN & MANCHURIAN LINE.

From U. S. A.

The Steamship.

"CITY OF NEWCASTLE"

having arrived, consignees of cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, where delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 8th May, 1929, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before 15th May, 1929, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

THE BANK LINE LTD., General Agents.

WILHELMSEN.

THE NORWEGIAN, AFRICA & AUSTRALIA LINE.

The Motor Ship.

"HUNGSHIA"

having arrived from Norway via ports on 2nd May, 1929, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained. Goods not cleared after the 9th May, 1929, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on the 8th May, at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be counter-signed by

THORESEN & CO., LTD., Agents.

Hongkong, 2nd May, 1929.

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BOMBAY via Singapore, Panang & Colombo.

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ENGINEERS MISSING.

DISAPPEARANCE OF MESSRS. GIBBISON AND WILSON.

During the last few days, a report has been current around the waterfront to the effect that certain engineers on board two vessels on the Hongkong-Kowloon run mysterious disappeared at Kowloon last Monday.

The two engineers reported to be missing are Mr. Gibbison, the second engineer of the s.s. Charles Hardouin, and Mr. Wilson, second engineer of the s.s. Tai Lee.

It appears that when the Tai Lee and the Charles Hardouin were up at Kowloon on Monday last, Mr. Wilson and Mr. Gibbison were seen together, but when the vessels were due to leave for Hongkong the two engineers had not yet returned to their respective vessels.

After waiting for a short time, the Tai Lee and the Charles Hardouin left without these two officers, the general impression at the time being that they could not get back in time and would rejoin when the vessels went up to Kowloon last Wednesday.

Mr. Gibbison and Mr. Wilson, however, did not return to their vessels, and what was more, they were reported to have left Kowloon.

A Hongkong Bay.

Speculation is rife as to where they have gone. According to one report, they might have left for Canton. There is, however, no reason to suggest why they should have gone to that place. As an officer of a Kowloon vessel said, if they wanted to come down to Hongkong, they could have obtained a passage by the other vessels on the Hongkong-Kowloon run.

A more serious if unlikely report is to the effect that they might have been kidnapped or have lost their way. The latter suggestion points out another officer, is rather unlikely since Mr. Gibbison is conversant with the Chinese tongue, being a Hongkong boy.

Steamers returning from Kowloon on Thursday night had received no news of them up to the time they sailed, the only facts known of their whereabouts being that they were not in Kowloon.

The rescue of all aboard the Goya Maru has been completed, according to the latest despatches, but the vessel is apparently a total loss.—Reuter.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

RISK, RINK, RANK, HANK, HARK, HARM.

JUNK ROBBERY.

CARGO OF BRICKS STOLEN BY SIX MEN.

Before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon a Chinese was charged by Detective Sub-Inspector Dorling with being concerned in an armed robbery committed on board a junk off Tai Nam Chung on April 6, 1928.

Mr. A. E. Hall has received instructions to defend but his Worship intimated that Mr. Hall was unable to attend Court for yesterday's hearing.

Outlining the case, Detective Sub-Inspector Dorling said that on April 5, last year, the complainant loaded his junk with a cargo of bricks at the Castle Peak Brick Works. The boat left in the afternoon, its destination being Hongkong. When off Tai Nam Chung, a place two miles on the other side of Tsun Wan, the junk encountered bad weather and the anchor was dropped.

Shortly afterwards a boat was seen approaching them. The strangers fired some shots over the brick junk and then went alongside. Six men boarded the junk and after seizing the complainant they put him into the hold, similar treatment being meted out to the other members of the crew.

There was one foki, continued the prosecutor, who was on board at the time but who had now left the junk and had also left the Colony.

After gaining control of the junk the defendant and the others sailed to a place called Mau Chau Creek which is in Chinese territory in the direction of the Tai Ping district. The junk was anchored in the Mau Chau Creek where almost all the bricks were unloaded and taken ashore.

The robbers' activities became known to some volunteer corps who immediately went into the Creek and drove the men away. On being released the complainant returned to Hongkong.

Nothing was heard of the defendants until April 12, 1929, when accompanied by a party of Police, Detective Sub-Inspector Dorling himself raided an unnumbered hut at Wong Nei Chung Village where the defendant and his wife were found. On the premises the Police found some pawn tickets which related to garments stolen during the robbery.

The defendant was put for identification two days later and was recognised by four of five people. The case was adjourned.

OBITUARY.

RETIRED ENGINEER OF BUTTERFIELD SHIPS.

The death has occurred of Mr. Archibald MacArthur, who for more than 25 years was connected with Messrs. Butterfield & Swire, on the China Coast, in the capacity of chief engineer in their ships on the China Coast and inland waters. The late Mr. MacArthur had his first position with the firm in 1899 and was advanced to the post of chief engineer in 1903. He had been with half a dozen ships of the company since that time, and at the time of his last leave, he had been chief engineer in the Chieftain for five years. This was in 1926. After his return to Scotland, deceased decided to retire, and, after a score and seven years' service in China, went on the pension list.

Deceased was born in Scotland on November 10, 1874. At an early age he made up his mind to come to the Far East, and after having joined the services here, he remained for 27 years.

The late Mr. MacArthur is survived by a brother in General Hospital in Shanghai, as well as relatives at Home.

THE CHINA COAST.

RECENT CHANGES AND APPOINTMENTS.

Mr. T. A. Ellis, second officer, Suiyang, is on reserve. Mr. F. S. Barron, from reserve, has gone second officer, Suiyang.

Mr. G. Forster, second engineer, Ninghai, is on reserve. Mr. F. Curry, from reserve, has gone second officer, Ninghai.

Mr. A. T. McLellan, from shore employment, has gone extra third engineer officer, Hsin Peking. Mr. H. S. Luscombe, extra third engineer officer, Hsin Peking, has gone third engineer officer, Sunning. Mr. D. Watson, third engineer officer, Sunning, is on reserve.

Mr. J. R. Greig, chief engineer officer, Chinkiang, has gone extra chief engineer officer, Hsin Peking. Mr. R. B. Peck, chief engineer officer, Kiukiang, has gone chief engineer officer, Chinkiang. Mr. W. P. Barclay, chief engineer officer, Sheng-ching, has gone chief engineer officer, Chinkiang. Mr. J. McArthur, chief engineer officer, Taming, has gone chief engineer officer, Sheng-ching.

Mr. J. W. S. Hood, second engineer officer, Kiukiang, is on reserve.

Mr. G. J. Hatch, third engineer officer, Chusan, has gone third engineer officer, Chusan. Mr. T. L. Mitchell, third engineer officer, Chusan, has gone acting second engineer officer, Taming.

Mr. J. W. Ridley, from Home leave, has gone second engineer officer, Lianan.

Mr. D. Pethick, second officer, Hsinang, has gone second officer, Kinwo. Mr. E. J. de Mahanne, second officer, Kinwo, is on reserve.

Mr. B. Anderson, from reserve, has gone chief engineer officer, Suifu. Mr. A. Ross, second engineer officer, Nancy Miller, is on reserve.

Mr. G. Payer, from reserve, has gone second engineer officer, Nancy Miller. Mr. H. B. Middleton, chief engineer officer, Wokwang, is on reserve.

Shipping and Engineering.

WESLEYAN "AT HOME."

A CONTRIBUTION TO ANGLO-CHINESE FRIENDSHIP.

A particularly interesting and pleasant function took place at the new Wesleyan Sailors' and Soldiers' Home, Praya East, on Thursday, when the officers and members of the Wanchai Wesleyan Methodist Church were "at home" to the officers and members of the China Road Wesleyan Methodist Chinese Church in the Assembly Hall of the Home, which is admirably adapted for such a function. The guests arrived at 7.30 and met with a cordial reception from the Minister and his wife and various members of the Wanchai Church, including a number of Methodist Service men, the Navy being well represented.

Everything was contrived to make the proceedings as informal and homely as possible, and friendly relations were very soon established as the guests, seated at occasional tables gaily decorated with flowers, were waited upon by their hosts and hostesses. Where language failed, smile and gesture amply indicated mutual goodwill and understanding, as Ser le men vied with the ladies of the Wanchai Church in handing round refreshments to the Chinese guests. Early in the evening the Rev. J. C. Knight Anstey welcomed the guests in the name of the Wanchai Church. His remarks being interpreted for the benefit of those unacquainted with English, and followed by a cordial response voiced, in excellent English, by one of the members of the Chinese Church.

A jointly-contributed programme of vocal and instrumental music, in which almost every item was encased, completed an evening's entertainment which, apart from its special interest to the Churches concerned, was felt to be a very definite contribution to Anglo-Chinese friendship and mutual understanding.

CHINA AND JAPAN.

CHINESE TROOPS REPLACING JAPANESE.

Shanghai, May 3.

A message from Chengchow states that Sun Liang-chien's troops have completely withdrawn from Shantung to Honan. A Tsinan report says the Japanese forces at Tsinan will begin their withdrawal on May 5. The evacuation of various districts along the Shantung Railway is expected to be completed by May 15.—Reuter.

Chen Tiao-yuan's New Post.

Nanking, May 3.

Chen Tiao-yuan, chairman of the Anhwei Provincial Government, arrived last night from Anking to confer with Chiang Kai-shek with regard to taking over various garrison posts in Shantung from the Japanese. It is stated that Chen Tiao-yuan's appointment as successor to Sun Liang-chien, who has resigned from the chairmanship of the Shantung Provincial Government, will shortly be announced.—Reuter.

Chinese Troops at Tsinan.

Peking, May 3.

Two brigades of Cheng Tiao-yuan's troops have reached Tsinan suburbs.

A division of Fang Chen-wu's forces has arrived at Kusan, south west of Tsinan.—Reuter.

NEW DUTCH PROJECT.

WEEKLY SERVICE BETWEEN BATAVIA AND AMSTERDAM.

The Hague, May 3.

The reconstruction of the Dutch air service, furnishing a regular weekly service between Amsterdam and Batavia, is the object of a Bill introduced by the Government, largely increasing the capital of the Koninklijke Luchtvaart Company (now 5,100,000 florins) to a new capital, of which the Government will subscribe two and a half millions and the redemption of the remainder.—Reuter.

NO DEMONSTRATIONS.

LU TI-PING GUARDS AGAINST THE RADICALS.

Hankow, May 3.

Lu Ti-ping has issued a proclamation forbidding public demonstrations during May, so that the radical elements shall not be given an opportunity to foment disorder.

It is understood the order has been issued because May contains several "humiliation days."—Reuter.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

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TALMA 10,000 13th May. Amoy, Moji, Kobe, Yokohama & Osaka

ROSSINGTON COURT 14th May. Moji, Kobe & Osaka

GURNA 5,248 22nd May. Moji, Kobe & Osaka

RAJPUTANA 16,568 24th May. S'hai, Kobe & Yokohama

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TO TSINGTAU via SWATOW & SHANGHAI {Hansang Sun. 5th May at 7 a.m.

{Waisang Wed. 8th May at 7 a.m.

{Chaksang Sun. 12th May at 7 a.m.

{Kwongsang Wed. 15th May at 7 a.m.

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{Suisang Sun. 1

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Hongkong.

SPRING FESTIVAL AT QUARRY BAY.



May Day was observed at the Quarry Bay School by the holding of a delightful
Spring Festival. The above picture shows the Queen of the May and her attendants.
(Photo: Mee Cheung).

S. AFRICAN TENNIS CHALLENGE.

KEEN FIGHTS IN BRITISH
CHAMPIONSHIPS.

H. W. AUSTIN IN FORM.

London, May 3.

The competitions for the British
Hardcourt Tennis Championships
are now reaching their closing
stages at Bournemouth. The fea-
ture of the contests this year has
been the challenge of a strong
South African mixed team, and
they have met with considerable
success.

The honours in the Men's
Singles seem likely to go to H.W.
"Bunny" Austin, who meets the
South African captain in the
final. Austin is in great form this
season.

Semi-finals played to-day result-
ed as follows:

Men's Singles.

A Raymond (South Africa)
beat Captain J. P. Powell, the
Cambridge Blue, by 6-4, 6-1, 4-6,
6-3.

H. W. Austin (Cambridge) de-
feated Robbins, the Southern
Transvaal champion, by 5-7, 6-1,
6-3, 6-3.

Women's Singles.

Miss Joan Ridley defeated Miss
Joan Fry by 6-2, 6-3.

Miss Heine, South African lady
champion, defeated Mrs. Watson, a
British Wightman Cup player, by
2-6, 6-2, 6-3.—*Reuter.*

KOWLOON ARMED ROBBERY.

TWO MEN AND A WOMAN

Following the arrest of three
persons, two men and a woman,
in connexion with the armed
robbery in the servants' quarters
of No. 1, Armand Building, the
residence of Mrs. D. Harvey,
charges arising from the incident
were brought against the accused
before Mr. T. S. Whyte Smith at
the Kowloon Magistracy this
morning.

Against the first defendant was
an indictment of participation in
the robbery, while the other two
were alleged to have received a
portion of the jewellery and
other articles which were stolen.

On the application of Detective
Sub-Inspector Dorling, the defend-
ants were remanded for one
week.

LEGISLATIVE COUNCIL APPOINTMENTS.

APPROVED BY COUNSELLORS
OF STATE.

The Gazette notifies that the
councillors of State, on behalf of
H. M. the King, have approved
the following appointments:

Hon. Comdr. G. F. Hole to be an
Official Member of the Legislative
Council.

Hon. Dr. A. R. Wellington to be an
Official Member of the Legisla-
tive Council.

Hon. Mr. J. P. Braga to be an
Unofficial Member of the Legisla-
tive Council.

Hon. Dr. Ts'o Seen-wan to be an
Unofficial Member of the Legisla-
tive Council.

THE NORTH-WEST FRONTIER.

AFRIDI ATTACK ON SHIAHS
BREAKS DOWN.

HOSTILITIES ENDING?

Peshawar, May 3.

Fierce fighting has taken place
in Afridi country, over the North-
West Frontier, in the past three
or four days, and the tide appears
to have turned temporarily, per-
haps, in favour of the Shiahs.

The Afridis, who are allied with
the Sunnis in the campaign
against the Shiahs launched their
final grand attack, prior to a cea-
sation of hostilities for the har-
vesting of the crops.

The attack was launched on a
wide scale against the Shiah de-
fences and after heavy casualties
had been sustained by both sides,
the offensive proved a failure.

The Shiahs launched a fierce
counter-attack when the Afridi
offensive was wearing down and
they drove the allied tribes back,
claiming to have recovered all the
positions they had previously lost.

The future of the campaign is
not certain. The Shiahs were re-
sponsible for the outbreak of war,
leading an attack on Sunnis coun-
try, captured from them in 1917,
and it is supposed that they will
follow up their victory.—*Reuter.*

CURFEW HOURS IN BERLIN.

(Continued from Page 1.)

protest against the action of the
police on May Day.

Well-organised rioters then
erected a barricade in the mil-
long main thoroughfare of
Hermannstrasse, felling trees and
using underground railway build-
ing materials. They smashed all
the street lamps, and the district
was plunged in darkness.

Three hundred police with
armoured cars attacked the bar-
ricade at midnight, but the attacks
were suspended at 1.30 in the
morning until dawn, in order to
avoid unnecessary bloodshed in
the pitch-dark streets.

Meanwhile the rioters escaped
through tunnels of the under-
ground railway, leaving the scene
of the fighting like a battlefield.

The street was bespattered with
blood.

All the shops were looted and
their windows smashed. Drums
of petrol were found in the bar-
ricade, and apparently it was
intended to set fire to it.—*Reuter.*

Berlin, May 3.
Most of the barricades in the
Hermannstrasse were removed by
eight o'clock this morning.

The police are patrolling the
streets, and they intend to
occupy the whole district to pre-
vent the erection of barricades.

Workmen constructing the new
underground railway have re-
fused to work under police super-
vision. Many workmen did not go
to the factories this morning, but
gathered in groups discussing
events.

The rest of Berlin is normal.—
Reuter.

SEDITION IN INDIA.

WELL-KNOWN CONGRESSMAN
ARRESTED.

Lahore, May 3.

The well-known Congress lead-
er, Satyapal, has been arrested on
a charge of sedition.—*Reuter.*

BUDGET THROUGH THE COMMONS.

DISCUSSION ON POSSIBLE
CORNER IN TEA.

PRECAUTIONS LIKELY.

London, May 3.

After a brief discussion, centred
round a Labour motion regarding
the repeal of the duty on tea, the
House of Commons to-day ap-
proved the third reading of the
Finance Bill (the Budget).

The question of the effect of the
tea duty abolition was brought up
by Mr. A. V. Alexander (Lab.
Hillsborough) who urged the
Government to take steps to
prevent a possible corner in tea
owing to the nonpublication of
stocks.

Mr. A. M. Samuel, the Under-
Secretary to the Treasury, reply-
ing to Mr. Alexander, promised
that every assistance would be
given to merchants and importers
to obtain information with regard
to stocks of tea.

The Customs would not dis-
continue their examination of im-
ported tea, and tea which was
found to be mixed with other
substances, or to be unfit for
human consumption, would be
subject to the direction of the
Commissioners of Customs.—
Reuter.

CRICKET SEASON BEGINS.

(Continued from Page 1.)

shire in a drawn match at Cam-
bridge, pulling the game round
splendidly when a victory for the
county team appeared probable.

The scores were:

Yorkshire: 420.

Cambridge: 211 and 425 for
7 wickets.

Yorkshire gave a capital display
in the first innings, thanks in the
main to Oldroyd, who hit up 111
in good style. E. D. Blundell took
6 wickets at a cost of 99 runs.

The Varsity fell short by over
200 runs of their opponents' total,
but gave a vastly improved display
in their second innings. M. J.
Turnbull collared the Yorkshire
bowling and hit up 167 (not out).

COUNTY "FRIENDLY."

Owing to the County Cham-
pionship condition that all teams
must play 28 matches exactly, the
Notts and Essex matches this
season are friendly games. The
first of these was played at Not-
tingham, the home county win-
ning by 92 runs in a low-scoring
game, in spite of the scoring of
two centuries.

Notts relied on individual per-
formances to give them decent
scores in both innings. The
figures were:

Notts: 238 and 250 for 8
wickets. (dec.)

Essex: 183 and 213.

Walker contributed 111 (not
out) to Notts' first innings total,
while Whysall made 101 in their
second innings. Nichols took 5
Notts' wickets for 61 runs in
their first innings.—*Reuter.*

WEATHER TO IMPROVE.

The weather forecast till noon
to-morrow is as follows:—"North-
east winds, moderate; cloudy
with occasional rain; improving."

WILLIAM
FOX
PRESENTS

THE RIVER PIRATE



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**VICTOR
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THE star of "What Price Glory" as the two
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Lois Moran and Nick Stuart as the lovers in a
colourful drama of adventure along the murky
waterfront of a big city!

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At 2.30, 5.10, 7.15 & 9.20.

THE KING OF LAUGHS!



**REGINALD
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His Fastest Comedy

*Good Morning
Gudge!*

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THE TRIUMPHANT STARS OF "7TH HEAVEN" win
new laurels in this beautiful romance of an artist and
"A Street Angel."

**JANET GAYNOR
CHARLES FARRELL**

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STREET ANGEL
WILLIAM FOX PRESENTATION

LOVE RIVALS—one, a "Street Angel," dancing her way
into the heart of the man she loved; the other, a heartless,
hardened sinner, fighting, always fighting. Fate tossed
them together and tore them apart in the greatest drama
of human hearts ever unfolded on the screen!

AT THE
STAR FINAL SHOWING TO-DAY
At 5.30 only
9.15—THE ITALIAN GRAND OPERA CO.—9.15.